

Beware the leaky vessel

The old sailor inspected the ship's pumps before signing on. If the working parts were rusty, he was satisfied. But if they were polished bright by much use, he took the warning and moved on to look for a 'tight' craft.

You need a 'tight' tin for your tea in other words, the Brooke Bond vacuum tin. No tea-destructive tropical air is left in it, none can gain an entrance. Brooke Bond tea reaches you as fresh and full of flavor as the day it was packed.

Your first cup will show you how good tea can be when it is really good to start with, and vacuum packed to keep it so.

Brooke Bond Tea Co., Ltd.
P.O. Box 127, Calcutta
Hong Kong Agent, Alex.
Ross & Co., Hong Kong

You'll prefer
Brooke Bond
the good tea in the
tin that keeps it good

The only vacuum-packed tea. Vacuum packing is a necessity in the tropics.

Rain?—no bother.

We always stock a good selection of

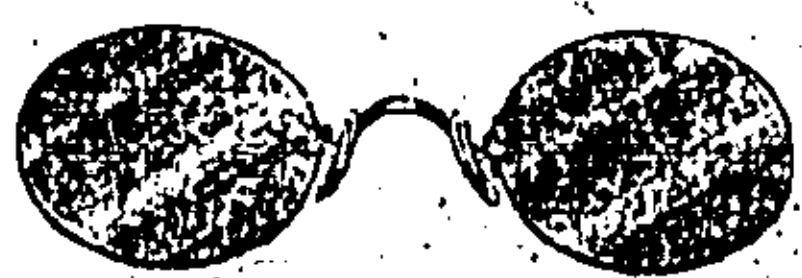
Rain Coats

for Ladies, Gents and Children

also Capes

for Ladies and Children.

YEE SANG FAT CO.



Have you been affected by any distressing symptoms of eyestrain? Have you been tormented with all sorts of remedial and have been given over to painful anxiety?

That's the defect of refraction. Come and consult with our optometrists.

NATIONAL OPTICAL CO., LTD.
GRADUATE OPTICIANS,
24, Queen's Road Central.

CHINESE CHAMBER OF COMMERCE.

THE EMPIRE EXHIBITION.

The monthly meeting of the Chinese General Chamber of Commerce was held yesterday afternoon. Mr. Li Pei-kwai presiding. There was a good attendance of members.

Before dealing with the agenda, the Chairman said there was nothing of real importance to be discussed, the meeting being held as a matter of form.

He said the Chinese Wine-dealers' Association had written to the Chamber, complaining against the proposed introduction of red labels to be affixed to jars of wine retailed, in addition to the usual duty-paid labels. The merchants considered that there was no justification for the present label system to be elaborated in the way contemplated. Furthermore, they were of the opinion that the introduction of new labels would cause unnecessary inconvenience.

The Chairman said that last year, when the merchants first approached the Chamber on the matter, representations were made to the Secretary for Chinese Affairs. The Government, however, had made no decision.

The Wembley Restaurant.
A letter from Mr. Wu Shu-kuo, the chief organizer of the Chinese restaurant scheme in connection with the British Empire Exhibition, informed the Chamber that two more men were needed by the restaurant.

Apologies of the Exhibition, Mr. Li Pei-kwai said another letter bearing the stamp of the restaurant promoters stated that a woman desired to visit the Exhibition with several young girls and children to join her husband who, she said, was manager of the restaurant.

At the suggestion of the Chairman, it was decided to consult the Exhibition Committee.

Good Roads Wanted.
Reference was made to a letter from the villagers of Shatin, Cheung-muk-tai, and other places in the New Territory, which asked the Chinese Chamber to ascertain whether the Government intended to carry out general improvements to the roads in places where they go regularly for supplies of firewood.

According to their letter, the villagers have been living on the proceeds of sales of wild trees. Hitherto, the only means of access to the forests has been by sea, which is often perilous in bad weather on account of the small boats used for transportation. Fatal accidents have become frequent occurrences, the latest taking place some months ago, when several women were drowned as the result of the overloading of a sampan. The villagers have now heard that the Government will shortly build new roads to improve the existing means of communication, and have asked the Chamber to verify it.

The Chairman said personally he had heard nothing about the project. The Chamber would write to the Government and then reply to the villagers.

Blasting the Loong Sang.
An announcement was made by Mr. Li Pei-kwai that representations might again be made to the Government with a view to securing a further reduction of the dynamite charges used to demolish the wreck of the s.s. Loong Sang. A letter from a member complained that at 5.15 p.m. on the 18th inst. one particularly heavy charge appeared to have been used, as the effects on his house were more serious than ordinary, some of the rafters being almost dislodged.

It was stated by the Chairman that many complaints had been made about the effects of the blasting. As a result of protests by property owners and tenants, the Government ordered the dynamite charges to be reduced, but apparently the result had not been regarded with general satisfaction.

BILLIARDS.

THE HO KOM-TONG CUP.

The match for third prize between the two losing semi-finalists in the Ho Kom-tong billiards competition was played last night at the Palace Hotel. The contestants were F. E. Silva and L. Antonio. The former (100) was the winner, beating Antonio (120) by 250 (6) to 188.

Silva's chief breaks were 51, 33, 22, 18 (3) and 10 (5); and Antonio's 22, 23 (3), 20 and 18.

The final for the Ho Kom-tong Cup is to be played to-night between E. Spry (120) and A. J. O'Donnell (330). Play will commence at 8 p.m.

SHUMSHUIPO EXPLOSION.

INQUEST ON THE VICTIMS.

The enquiry into the circumstances of the deaths of four Chinese who lost their lives in the Shumshui-po explosion on the 13th March, was continued before Mr. E. V. Hamilton, Coroner, and a jury, composed of Messrs. K. M. Fetterly (foreman), Wong Cheuk-kwong and Lei Ping, at the Kowloon Magistrate's Court yesterday afternoon.

A nephew of the deceased Chan Tai-so, stated that at the time of the explosion he was working on board the junk. After describing the methods of loading, the witness said the first time he knew anything was amiss was when he heard shouts of "Fire" from the coolies on the praya. Before the people on board could get the junk away from the sea wall, the cargo had ignited. The witness jumped into the harbour, and the explosion occurred immediately afterwards. Nobody on the junk had been smoking prior to the explosion, neither was there any dynamite on board.

A storekeeper in the employ of the Kwong Wah Hing Godown Company stated that the company had two godowns. Chlorate of potash and sulphur were stacked in one and sulphur in the other. On the 13th March, the company received an order to deliver certain goods to customers. He did not know that the goods were dangerous, and the coolies were not told so, except that they were informed to be careful and not to "rush things." The powder was sent in sacks or barrels according to the instructions of the purchasers. In this instance, the order was for it to be sent in sacks. The powder was taken out of barrels and emptied into sacks. Witness had received permission to break the sacks, but did not do so for the sake of selling them. Chlorate of potash had previously been despatched in sacks.

No Licence.
The Coroner: I put it to you that you have never sent out chlorate of potash in sacks?

Witness: Yes, I have.
The witness went on to say that the upper floors of the godowns were used as sleeping quarters. When bought the barrels had painted on them the words, "Chlorate of potash; Dangerous," in two inch letters. He realised that when he transferred the powder to the sacks the sign was removed. Nothing was painted on the sacks.

Asked to produce his license for storing dangerous goods, the witness said he did not have one.

A sampan woman gave evidence to the effect that she, together with the deceased woman and two others, were carrying timber from her boat to the praya. She was returning to the sampan, when she heard shouts of "Smoke; run!" She heeded the warning, took to her heels and ran. Soon afterwards the explosion occurred.

Sergeant Goble stated that at about 4.30 p.m. on the 13th March he was at the Police Station when he heard two explosions. He went to the scene and saw the remains of a junk in the water. People were being taken out of the water. Witness obtained a small boat and searched the debris. The body of a Chinese male was discovered. Opposite the wreckage was a heap of chlorate of potash covered by a thin layer of sulphur. There were pieces of bags burning on the heap. About forty feet from the heap, witness discovered the body of a woman with a large wound at the back of the head. Not far away was a large piece of timber which had apparently been blown from the junk.

The enquiry was further adjourned.

Mr. Leo d'Almada watched the proceedings for the Kwong Wah Hing Company.

PEER FINES HIS SON.

The Earl of Radnor, sitting as Chairman of Salisbury Petty Sessions, recently fined his son and heir, Viscount Folkestone, "It was quite an oversight," wrote the Viscount, whose offence of driving a car without a license costs him 7/6.

LOVE

All men loved her and to all men but one she was a marble—
"She'll be here soon"
T. D. F. N.

CONSIGNEES.

NOTICE TO CONSIGNEES LLOYD TRIESTINO S. N. CO.

The Steamship,
"SILVIO PELLICO"

From Trieste, Venice, Brindisi, Spalato, Port Said, Massaua, Aden, Colombo, Penang & Singapore.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 27th inst. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd prox. will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 12th prox. or they will not be recognized.

All broken, chafed, & damaged Goods are to be left in the Godowns, where they will be examined on the 2nd prox. at 10 a.m. by our surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by

DODWELL & CO., LTD., Agents.
Hongkong 27th May, 1924.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From MIDDLESBRO, ANTWERP LONDON & STRAITS

The Steamship
"BENVANNOCH"

CONSIGNEES of Cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 4th June will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 19th June, or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns where they will be examined on the 4th June, at 10 a.m. No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON AND CO., LTD., Agents.

Hongkong, 29th May, 1924.



The Key of Life

BOVO-LACTIN CHOCOLATE.

By reason of its tonic and stimulating properties CHOCOLATE has been selected as one of the "vehicles" in which to administer BOVO-LACTIN. BOVO-LACTIN consists essentially of animal protein, haemoglobin and milk solids in a most easily assimilated and concentrated form. It necessarily follows that in BOVO-LACTIN CHOCOLATE we have a beverage possessing energizing powers of an exceptionally high degree. IT IS INVALUABLE in all debilitated conditions caused in the healthy by prolonged fatigue or in the sick by disease.

IT IS SPECIALLY INDICATED for all children over one year.

OTHER PREPARATIONS OF BOVO-LACTIN.—

INVALID Bovo-Lactin. The food par excellence in acute illness. Can be retained when all else fails.

Bovo-Lactin ESSENCE. The food for anaemic children and adults.

Supplied by—

Messrs. A. S. Watson & Co., Ltd., Queen's Dispensary, Colonial Dispensary, The Pharmacy, The China Dispensary, The Kowloon Dispensary.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

STEAM FOR MANILA SINGAPORE, AND BOMBAY.

THROUGH BILLS OF LADING ISSUED FOR EGYPT, MEDITERRANEAN AND CONTINENTAL PORTS AND LONDON.

THE Steamship,

"ALFIRE" carrying His Majesty's Mails, will be despatched from this port at NOON on Wednesday the 3rd June, taking Cargo for the above Ports.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.

Parcels will be received at the Office until 5 p.m. on the day previous to sailing. The contents and value of all packages must be declared.

For further particulars, apply to—

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, May, 29th, 1924.

THE NEW FRENCH REMEDY
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

WANTED

Agents to advertise the

NEW ERA STORE

30, Ice House Street, by selling books of tickets in connection with the New Era Premium Contest.

Interesting and profitable spare time work, agents may earn from \$5.00 to \$20. daily.

Full particulars upon application to above address.

Ming Yuen Studios.

Undertake all kinds of high class Photographs.

At home work and wedding groups a speciality.

Call and see Specimens in our Studios (top floor 14 Beaconsfield Arcade).

Only experienced men employed.

Official Photographers to the "Hongkong Telegraph"

SHIPBUILDERS.
SHIP REPAIRERS.
BOILER MAKERS.
FORGE MASTERS.
OXY-ACETYLENE AND
ELECTRIC WELDERS.
MECHANICAL AND
ELECTRICAL
ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY, LIMITED,

—DRY DOCK—
LENGTH 787 FEET.
LENGTH ON BLOCKS 750 FEET.
DEPTH ON CENTRE OF
SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—
CAPABLE OF HANDLING SHIPS UP
TO 3000 TONS DISPLACEMENT.
ELECTRIC CRANE AT SEA WALL CAPABLE OF
LIFTING 100 TONS AT 70 FEET RADII.

BUTTERFIELD & SWIRE, Agents
HONGKONG, CHINA & JAPAN.

NEW ADVERTISEMENTS.

PREPAID
ADVERTISEMENTS

25 WORDS—
\$1.00 for 3 insertions
\$1.50 if not prepaid
State if Box; No is required

WANTED.

WANTED.—4 or 5 Tube Non-Regenerative RADIO RECEIVING SET with accessories, preferably dry cell outfit. Apply stating full particulars together with lowest prices to Box No. 1133 c/o "Hongkong Telegraph."

WANTED.—By English couple furnished flat, small furnished house, or part of furnished house for six months or more, Hongkong or Kowloon. Apply Box 1136 c/o "Hongkong Telegraph."

WANTED.—Two large furnished rooms with verandah & full board by English married couple, Hongkong or Kowloon. Apply Box 1137 c/o "Hongkong Telegraph."

LADY (English) is prepared to accept with Reputable firm, a position of Private Secretary, or confidential Stenographer (temporary or permanent) fully qualified. Apply Box 1128 c/o "Hongkong Telegraph."

TO BE LET.

TO LET FOR 6 MONTHS.—Peak residence—254 "The Falls" unfurnished, with garden and swimming tank. Possession 1st June, 1924. Apply SANG KEE, New Bank Building.

TO LET.—Centrally situated ground floor premises suitable for a Bank or Shipping Office. Also few office rooms. Apply P. O. Box 259.

TO LET.—Ellenbud Villas. Apply E. T. H. Bunje, c/o H.M.H. Nemazee, Prince's Bldg.

PRIVATE HOTEL 1, Victoria Gardens, Kowloon, Next door new hotel. Full board from \$4 per day. Special rates for families. Telephone K. 357.

OFFICES TO LET.—Well ventilated and properly partitioned. Apply to Cheo Wo Hong, CHINA BUILDINGS, 6th FLOOR, Queen's Road, Central.

TO LET.—Portion of Ground Floor in "St. George's Building" premises at present occupied by Messrs. Hawthorne and Pearson. Immediate occupation. For Particulars Etc. Apply to HONGKONG & TERRITORIAL ESTATES LTD.

We Issue Pension Investment Bonds.

A Pension for Life, for any amount, and beginning at 50, or 55, or 60. Small annual deposits. In the event of death before the pension age is reached, all deposits are returned in full. A safe and definite investment, yielding an income for life. Particulars on application. The Sun Life Assurance Company of Canada, 15, Queen's Road Central, Hongkong, F. M. WELLER, Manager.



DON'T waste money on flash lamp batteries. Get an Everlite Pocket Lamp; first cost is last; it's a dynamo. Everlite Electrical Co., A. P. O. Building.

NOTICE OF REMOVAL.

WE have this day removed from No. 37, Queen's Road, Central, to the 3rd floor, Bank of Canton Building, No. 6, Des Vaux Road, Central.
LEE & RUSS,
Solicitors.
Hongkong, May 31st, 1924.

NOTICE.

PEAK CLUB.

OWING to the death of the Hon. Mr. A. R. Lowe there will be no dance at the Peak Club to-night.
E. B. J. HORNELL,
(Hon. Secretary.)

NOTIFICATION.

THE offices and stations of the Chinese Maritime Customs for Kowloon and District will be closed to public business on Friday, the 6th. June, 1924.
R. H. R. WADE,
Commissioner of Chinese Customs, Kowloon & District.

York Buildings,
Hongkong, 31st. May, 1924.

S. UGELSTAD & CO.

NOTICE TO CONSIGNEES.

M. S. "TUNE"

The above vessel having arrived from Scandinavia via ports on the 30th inst. Consignees of Cargo are hereby notified that all goods are being landed at their risk into the non-hazardous, hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. Goods not cleared by the 5th June 1924 will be subject to rent. All broken, chafed and damaged packages are to be left in the Godown where the will be examined on the 4th June 1924 at 10 a.m.

Claims against the ship must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire—Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
THORSEN & CO., LTD.
Agents.

Hongkong, 30th. May 1924.

NOTICE.

HONGKONG SHARE-BROKERS ASSOCIATION.

THE following are members of the above Association:—
A. H. Carroll J. F. Grose
M. A. Ruzack V. Yvanovich
J. W. Kow A. P. Graaves
W. J. Carroll H. M. H. Esmail
O. Kitchell Sen Kon Chi
Yip Yung Pak Harry O. Odell
F. M. L. Soares Soo Pei Shao
H. E. Edwards

By order of the Committee,
J. W. KEW,
Secretary.

NOTICE.

HONGKONG STOCK EXCHANGE.

THE following are members of the above Exchange.
Abraham, E. Logan, W.
Alves, A. A. Matheson, R. T.
Bagram, J. T. Nissim, A.
Benjamin, V. Perry, I. S.
Birkett, H. Postonji, R.
Croucher, N. V. A. Potts Geo, H.
Ellis, E. E. Potts, P. C.
Gould, Joseph. Raymond, E. M.
Gutterres, A. A. Silva, P. M. N. da
Hough, T. F. Smyth, F. R.
Lammert, Geo. A. Tester, P.
Lammert, H. A. Kew Fred.
By order of the Committee,
A. NISSIM,
Secretary.

POWER

Dubarry in her palmist days gave hold the reigns of government more firmly clenched.
Watch for her
TDOIN

Mrs. SEKAI
MASSAGE

Tel. No. 4483, 2nd. floor.
No. 2, Duddell Street, Hongkong.

NOTICE

AMERICAN FIRE & MARINE INSURANCE COMPANY, of highest standing about to commence underwriting in Hongkong invites applications from firms desirous of acting as general agents. Insurance experience and control of a reasonable premium income considered essential. Address applications, giving full information, to Box No. 1134 c/o "Hongkong Telegraph."

Specially Built
for
Tone Quality,
Durability,
Workmanship
and Artistic
Finish

The
MORRISON
PIANO

Stands alone.

It is the choice of
Musicians and prominent people in all walks of life because it meets every requirement. CASH OR EASY PAYMENTS.

Let us show you at
TSANG FOOK
PIANO CO.

84 a. Wanchai Road.

"Nobody never helped me afore — and I don't need none now!"

Here is the popular star in a remarkable characterization of a wild girl of the mountain
Gladys Walton
as M'iss in Carl Laemmle's production of Bret Harjo's famous story.

THE GIRL WHO

RAN WILD

also
"THE LEATHER PUSHERS"
(SOMETHING FOR NOTHING)

Sunday Programme

AT THE
WORLD Theatre

HONGKONG JOCKEY CLUB.

THE Half Yearly General Meeting of Members will be held on Saturday 7th. June 1924 at 12.30 p.m. in the Jockey Club Rooms, Hongkong Club Annex.

HONGKONG JOCKEY CLUB.

THE Fourth Extra Race Meeting will be held (weather permitting) at Happy Valley on Saturday 7th and Monday 9th. June 1924, commencing at 3.30 p.m. each day. The first bell will be rung at 3 p.m.

The charge for admission to the Public Enclosure will be \$1. Soldiers and Sailors in uniform half price.

Members are advised that they must show their Season Tickets to obtain admission to the Members' Enclosure.

Each member has the right of introducing 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis at \$5, each up to Friday June 6th. The Stewards invite the ladies of Hongkong to be present.

BANK HOLIDAY.

In accordance with Ordinance No. 5 of 1912, the Exchange Banks will be closed for the transaction of Public Business on Tuesday, the 3rd. June, 1924.
Hongkong 29th May, 1924.



GLADYS WALTON
"THE GIRL WHO RAN WILD"
A UNIVERSAL ATTRACTION

VICTORIA RECREATION CLUB.

FIRST

NIGHT FETE

on TO-NIGHT May 31st.
commencing 9 p.m.

DANCING on conclusion of programme.

Admission: \$1; Members, Sailors and Soldiers 50 cts. Reserved seats: \$1.50. Members \$1.
R. C. WITCHELL,
Hon. Secretary.

NOTICE.

NOTICE is hereby given that scrip No. 4227 for 500 shares Ewo Cotton Mills Ltd., in the name of Mr. Ezra Abraham of Hongkong together with a duly executed transfer deed purporting to assign the said shares has been lost.

The said shares are the property of the undersigned and application has been duly made to the Company for the issue of a duplicate scrip.

The public is therefore warned against dealing with the said shares without reference to the undersigned. Any person having any knowledge as to the whereabouts of the said scrip is asked to communicate with the undersigned.

ELLIS & CO.,

Share and General Brokers,
23, Ice House Street.
Hongkong, 9th. April, 1924.

FORTHCOMING AUCTION SALES.

Lammert Bros.

PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction on

Thursday, 5th June 1924.

commencing at 12 Noon

at their Sales Room, Duddell Street.

One Cleveland 5 Seater Motor Car 6 Cylinders in good running condition On View on Day of Sale

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 6th. June, 1924.

commencing at 2.30 p.m.

at their Sales Room, Duddell Street

A Quantity of Valuable Household Furniture

(Comprising:—

Teak Dining Table, Dining Chairs, Large Teak Side Board with Bevelled Mirror, Dinner Wagon, Mantel Piece, Book Case, Glass Cabinet, Glass Ware, Brass Ornaments, New Carpet Rugs, etc., etc.,

Brass Bedsteads, Single and Double Teak Bedsteads, with Mattresses, Single and Double Teak Wardrobes with Glass Doors, Teak Chest of Drawers, Pictures, Ice Chest, Enamelled Bath, etc., etc.,

also

One Cabinet Gramophone and few doz. Records

One Cottage Piano by Crowley

One Perambulator

and

Several Pieces of Blackwood Furniture

Catalogues will be issued On View from Thursday the 5th. June 1924

Terms:—Cash on delivery.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Wed., the 11th. June 1924.

commencing at 3 p.m.

at the premises of the Hongkong Tramway Ltd., Bowrington Canal Road East.

The Steam Driven Electric Generating Plant.

consisting as:—

Boilers

Two Babcock & Wilcox Boilers (complete) each having approximately 3,654 square feet of heating surface, evaporating under normal conditions 12,000 lbs. of water per hour.

Working pressure 160 lbs. per square inch.

Both Boilers fitted with chain grate stokers.

Engines

Two 420 B.H.P. Horizontal compound condensing steam engines by Messrs. Yates & Thorn of Blackburn, coupled direct to two 300 Kilowatt Direct Current Dick Kerr Generators.

Volts 550, R.P.M. 100.

Complete with steam piping etc., etc.,

One 150 B. H. P. Vertical Compound condensing steam engine, by Messrs. Belliss and Mocorn Ltd. coupled direct to one 200 Kilowatt Direct Current Dick Kerr Generator.

Volts 550, R.P.M. 250.

Complete with steam piping etc., etc.,

Auxiliary Plant

One W. H. Allen Tandem compound engine, coupled direct to a 20 Kilowatt Direct Current Dick Kerr Generator.

Volts 110, R.P.M. 500.

One Dick Kerr Motor Generator Set.

Motor 550 Volts. Generator 110 Volts. R.P.M. 500.

One Remington two cylinder crude oil engine, direct coupled to a 15 Kilowatt Direct Current Chandeyson Generator.

Volts 125, R.P.M. 400.

Switchboard.

Switchboard of highly polished slate completely fitted up for running Generators and Auxiliary Plant.

Catalogues will be issued.

For further particulars apply to the Undersigned.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

Hongkong, 10th. April, 1924.

HUGHES & HOUGH LIMITED

IMPORTERS, EXPORTERS AND GENERAL AUCTIONEERS.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction, (For Account of the Concerned), on

THURSDAY,

the 6th. June, 1924, commencing at 2.30 p.m., at their Sales Rooms, No. 8 Des Vaux Road, Corner of Ice House Street.

Valuable Teakwood and Blackwood Furniture, and Household Sundries.

comprising:—

Dining Suites, Chesterfield Sofas, Arm-chairs (new), Tea Tables, Teakwood Beds, large and small Wardrobes, Dressing Table and Chairs, Washstands, etc., Sideboards, Dinner Waggon, Dinner Sets, and Glass Ware, Cutlery, Crapets and Rugs, Electro-plated Ware, Electric Reading Lamps, Teakwood Screens, Blackwood Tonnys, Marble-top Flower Stands, Side tables and Cabinets, etc., etc.

ALSO

2 New Carpets size 3 x 4, 1 Hall Clock.

AND

A Quantity of Okeh Records (new).

(Full Particulars from Catalogue).

Terms:—Cash on delivery.

HUGHES & HOUGH LTD., Auctioneers.

Hongkong, 29th May, 1924.

BY ORDER OF THE MORTGAGEE PARTICULARS AND CONDITIONS OF SALE

TWO VALUABLE LEASE-HOLD PROPERTIES

situate at

Ho Mun Tin, in the dependency of Kowloon, the Colony of Hongkong,

and known as

Kowloon Inland Lot Nos. 1330 & 1343 with Messuages and Buildings thereon

now known as

No. 6 Liberty Avenue and No. 2 Victory Avenue respectively

to be sold by

PUBLIC AUCTION

IN TWO LOTS

on the 18th. Day of June 1924.

at 3 o'clock p.m.

at their Sales Rooms, Duddell Street, Victoria, Hongkong.

by

Messrs. LAMMERT BROTHERS, Auctioneers.

For further particulars and conditions of Sale: apply to—

Messrs. LEE & RUSS, Vendor's Solicitors,

37, Queen's Road, Central.

to

Messrs. LAMMERT BROS., The Auctioneers, Duddell Street.

FOR SURE RELIEF FROM INDIGESTION.

Take three or four Bisurated Magnesia tablets immediately after eating or whenever pain is felt. Those who have tried it say that relief and comfort invariably result within five minutes. If you would like once more to enjoy the pleasure of eating a hearty meal of good things without the fear of pain and discomfort to follow, go to any good chemist and get a package of "Bisurated Magnesia" Tablets and use as directed. Inasmuch as every package contains the same high grade medicinal properties that are praised by the world's leading doctors you get a cure worth pounds for the outlay of a few coppers. Take Bisurated Magnesia to-day and to-morrow you will be telling your dyspeptic friends that if they want to enjoy life they should—

TAKE BISURATED MAGNESIA

The Sign of the Genie

BISMAG

Set it on every Package

POACHERS' "TRADE UNION."

"Salmon poachers have what might be called a trade union."

said a prosecutor at Aberdeen the other day, when two men were each fined £2 for attempting to net salmon in the estuary of the River Dee. The poachers, it was added, had an organisation so widespread and efficient that it was becoming almost impossible for watchmen to lay hands on the men.

SPRING
OUTFITTING

WE ARE NOW SHOWING THE NEW IDEAS IN MEN'S WEAR.

HATS, SHIRTS, COLLARS, TIES, HOSIERY, Etc., ARE HERE IN THE VERY BEST STYLES AND MOST TASTEFUL COLOURINGS.

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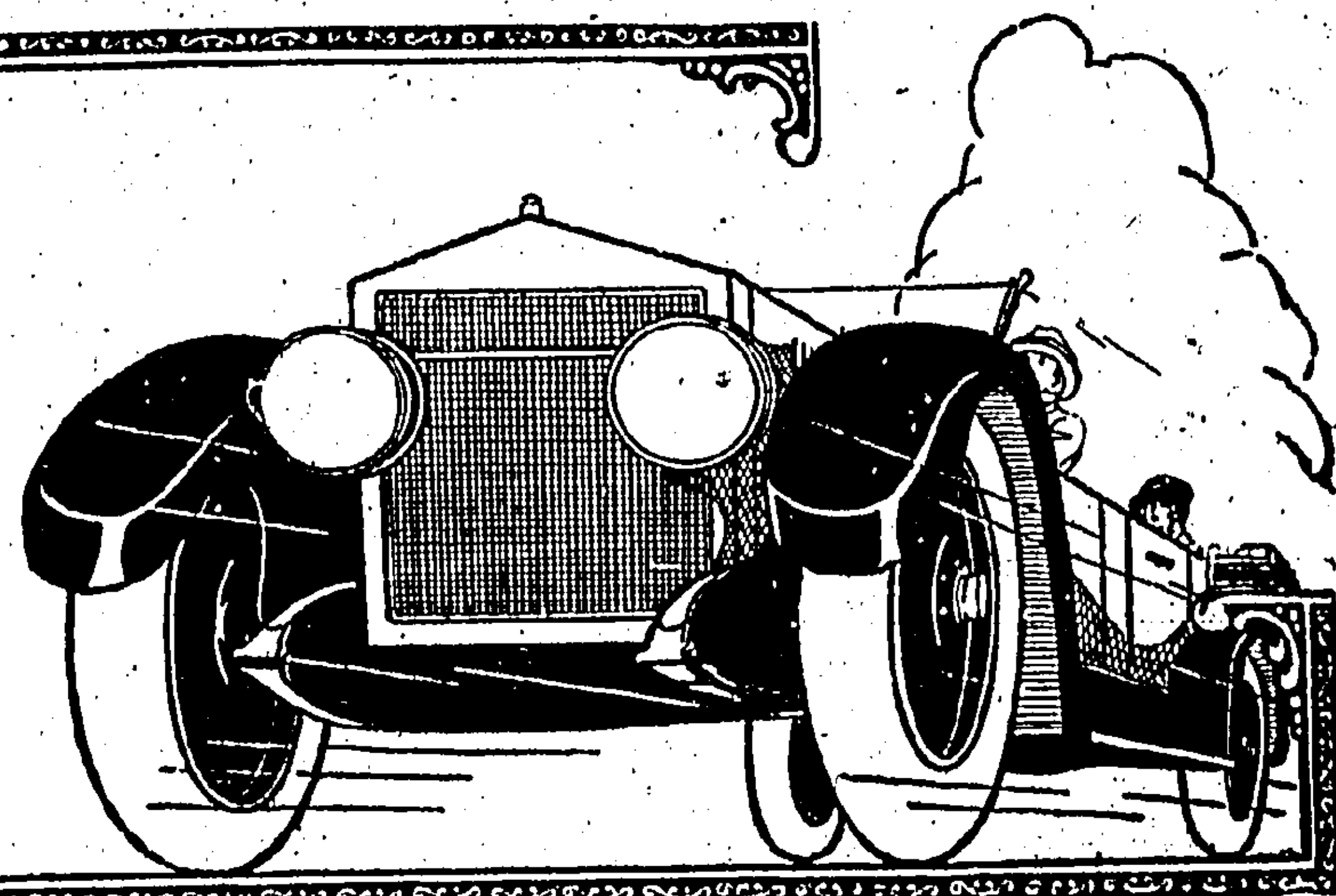
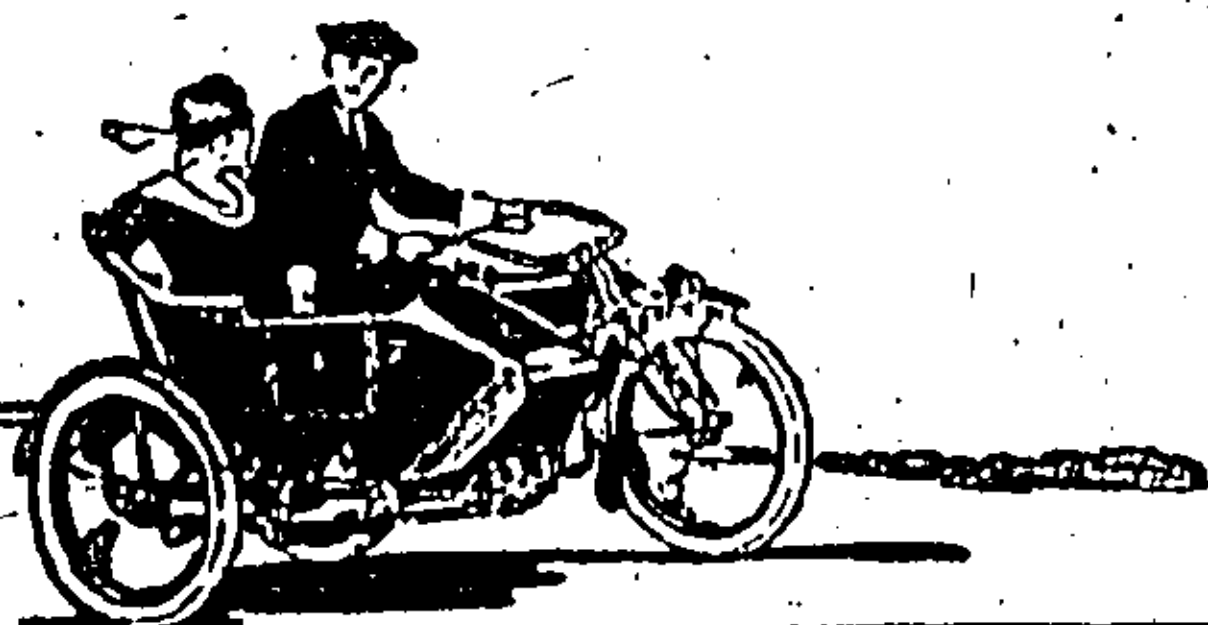
The Sincere Co., Ltd.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, the 31st. May, 1924

(Being the Official Organ of the Hongkong Automobile Association.)



LOCAL MOTOR NOTES & NEWS

Elsewhere in this issue will be found a letter from a correspondent suggesting that it would be a good thing if the Government took over the operation of all motor bus services in the Colony, thereby providing efficient and well-regulated services and raising money to help towards the upkeep of our roads. The suggestion is by no means a new one, but is one not likely to find favour in official circles, we think. The operation of public utility services here has always been left to private enterprise, and general experience proves that, in the main, private operation is cheaper and better than official. That an improvement could be effected in the motor bus services, especially in Kowloon, goes without question and, now that the present services have demonstrated the need for cheap and quick transportation, we fancy the Government will not be long in seeking to bring about improvements. As a matter of fact, we learn that an enquiry is shortly to take place into the matter of Kowloon's communications and the result of such enquiry can, we think, be confidently awaited.

It will be learned with pleasure that our Traffic Department is now submitting drivers of motor lorries to rather strict tests in driving, this action having been brought about by the recent serious accident at West Point, when a heavy lorry, driven by an inexperienced driver, knocked down and killed three persons, besides injuring others. Drivers of light cars who desire to drive lorries will now have to be tested again in order to prove that they are fully qualified to handle heavy machines. A driver may be a good driver of one type of car but know almost nothing about another type and it is only reasonable that on making a change he should be tested again. On Monday morning last we witnessed a new lorry driver being tested up at the Central Police Station. He was made to go up the gradient to the compound in reverse gear and otherwise was submitted to a thorough test. This is the kind of thing that makes for safer traffic.

For only a few days the new models of the Matchless motor cycles were on view in the showroom of the Garage Department of the Hongkong and Shanghai Hotels, the reason being that they have been sold. Arriving in the Colony on Saturday, they were sold by Tuesday. Good work! One 3 h.p. solo (electrically equipped) model and one 5 h.p. with sidecar (electrically equipped) model have so far come to hand and found purchasers. More models are on the way, and these will probably be bespoken early on. The Matchless motor cycle is one of the most outstanding examples of British engineering production, and represents lasting value combined with efficiency of design at a moderate price.

It is pleasing to note that a greater demand is springing up locally for cars of British manufacture. The Garage Department of the Hongkong Hotel has sold all its Arrol-Johnston, Gallows and Armstrong-Biddle, stocks, and we are informed by the Manager that enquiries are afoot regarding the new deliveries expected shortly. There can be

no question that British cars do represent sound value for money, are economical in upkeep and are well worthy the attention of all who intend becoming owners. If taxation in Britain had not forced manufacturers to go in for low-powered cars, it is safe to say that British motoring products would have been much more universally sought after than now. High-powered American cars have had practically an open field up to now, but British cars, notwithstanding the manufacturers' difficulties, are coming into their own.

The following new members have joined the Hongkong Automobile Association during the past week:—
A. L. Terry
B. E. Farrell
G. J. Tarrant
W. E. Orchard
Mrs. Poon Leung-nai
E. Thompson
J. M. da Rocha
Lau Lim-yung

It is pleasing to note that the Public Works Department is continuing its work of improving the condition of the Pokfulam Road. After quite a considerable stretch had been re-surfaced, work was discontinued, and from the University there is still a rough surface for some considerable distance. It is to be hoped that the present operations will not be discontinued until the whole of the road from the University onwards has been treated.

Last week we had occasion to comment on the lack of indications by night that a particular part of any road is under repair. This week the "hair-pin" bend on Stubbs Road, where it is intersected by Bowen Road, has been in the hands of workmen and on several nights unusable portions of the road have been left for the night with never a warning lamp or anything else to indicate the need for special caution. A steam roller, tar buckets, half the road several inches higher than the other, a hair-pin bend—surely a combination of conditions warranting the placing of a lamp or two? Is the Government aware that the sufferers in any accident arising out of such negligence are entitled to sue for damages?

Three years imprisonment for each of the motor bus drivers concerned in the motor bus collision near Un Long is, we think, a punishment sufficiently salutary to have its effect on motor bus drivers generally. But one is entitled to ask: "What about the owners, who caused the buses to be taken out in an unsatisfactory condition?" We have lately urged the necessity for all public motor conveyances to be subject to inspection by qualified officials and the case referred to above brings out clearer than all verbal argument the existence of such a necessity. Many of the motor buses in Kowloon are not worthy of being on the streets and passengers who ride in them are unnecessarily endangered. We want periodic inspection by competent officials with the power to order any vehicle off the road for overhaul if it is in unsatisfactory or faulty condition. As we have pointed out before, our

OUR MOTOR BUS SERVICES.

A READER'S SUGGESTION.

Sir.—There are many motorists besides myself who are wondering what is the Government's intention with regard to the motor services of the Colony, such as those operating in Kowloon and to Aberdeen. I understand that in the case of the latter service the Government has not shown its willingness to renew the licence and that, in consequence, the Company has abandoned a project to purchase a number of English buses to replace those at present in use.

The thought has occurred to me that it would be a good thing if we had one concern operating all motor buses in the Colony, such concern to be a Government one. I think the suggestion is worth the attention of everyone interested in the development of the Colony. If such a suggestion were adopted it would automatically do away with all bus racing each other and endangering the lives of passengers and pedestrians. It would also provide efficient and comfortable services working to a proper schedule. Another important point to be considered is the revenue which the Colony would derive from the undertaking.

There are scores of city and town councils in England which lessen their local rates considerably by the profits derived from their municipal buses, and if they can earn profits then I think this Government could, seeing the thickly populated districts which would be served, I think such profits could be devoted towards the upkeep of our roads.

Recommending the suggestion to those concerned and thanking you for inserting this letter in your "Motor Supplement."

Yours, etc.,
FOR BETTER SERVICE.
Hongkong, May 28th, 1924.



This picture shows David Katz, the heavyweight taxi driver of America, tipping the scales at 457 pounds. He was fined in a Brooklyn court the other day for obstructing traffic.

rickshas are examined, so why not our motor buses!

The May issue of *Asiatic Motor* is now being distributed to members of the Hongkong Automobile Association, and those who have not yet received them should apply to the Hon. Secretary.

TESTING MOTOR BUS.

Remarkable Angle of Tilt.



What is the angle to which a double-deck omnibus can be tilted from the ground without overturning? Certain tests have been conducted in the past in order to arrive at an answer to this question, although we think that few road travellers would credit the extent of the angle to which such a vehicle can be tipped with absolute safety.

With a view to ascertaining the stability of the double-deck motorbuses which they employ, the Aldershot and District Traction Co., Ltd., recently carried out a striking test at their Hill-mote Road garage in Aldershot. For the purpose of the experiment the top of a bus was weighted to represent a full load of passengers, 140 lb. of shot being placed on each of the nine seats. The near-side wheels were then jacked up and wooden piles placed beneath them. When the vehicle was actually on the balance it was at

the almost incredible angle of 42 degrees, and the edges of the outside tyres on the near wheels were as much as 4 ft. from the ground. The bus is shown tipped at this angle in the picture which appears above.

The tests were conducted to meet the requirements of the Ministry of Transport, and the deductions made therefrom offer reliable proof of the stability of the modern motorbus. Incidentally, the tests at Aldershot serve to give convincing evidence of the strong construction of the chassis, as, naturally enough, a tremendous strain was thrown on it, and particularly on the wheels.

We should add that the vehicle chosen for purpose of the test was a Dennis, of which make of motorbuses the Aldershot and District Traction Co., Ltd., have no fewer than 96 in regular service.

RACE OVER MOUNTAIN TRAILS.

PLUGHING THROUGH DEEP SNOWS.

At the beginning of each year, there is a hotly contested race in the Yosemite Valley of California (U.S.A.).

Unlike most races, the course is not conditioned in advance to enable the racers to attain great speed. Nature alone prepares the course—making it extremely difficult by the heavy blanket of snow she throws over the valley. The finish line is the entrance to Yosemite Park, high in the snow-clad Sierra Mountains. The necessity of climbing mountain grades and bucking huge snow drifts, in order to reach this goal, is indeed a task which severely tests the stamina and power of the cars and their drivers.

This year, as in preceding years, the annual pilgrimage was made over snow-tortured roads. And, as for three years previous, the touring car to win the laurels was a Studebaker stock model—this year a Studebaker Big-Six, driven by Mr. B. M. Gregory.

When the Studebaker Big-Six thrust itself triumphantly into the entrance of the park, Chief Ranger, F. S. Townsley greeted them with the statement that he should be surprised that the race should be won again this year by a Studebaker car. "Although the roads are just about impassable, we were looking for you," said the Chief Ranger, as he shook hands with Mr. Gregory.

According to Pilot Gregory, the snow was heavier and road con-

ditions were more difficult this year than in any previous year. The Big-Six showed fine climbing qualities and ran faultlessly throughout the strenuous race," said Mr. Gregory. "Several times we had to back away and charge the snow like a battering ram; then we proceeded on. It was a great honour for a Studebaker to win this mountain race for the fourth time in succession."

It is interesting to note that following the Studebaker Big-Six into the park was a Studebaker Light-Six touring car, driven by Mr. William J. Silva, of Modesto, California. So Studebaker has the distinction of having not only the first, but also the second touring car into the park this year.

The general utility of the motor truck in almost every business or commercial undertaking is too well known to call for elaboration; but those who are considering the possibility of changing to motor traction or of replacing antiquated vehicles will be interested to hear of the Morris truck, which will shortly make its appearance. This is fitted with the standard 14-28 h.p. engine, with transmission adapted for the heavier demands of a truck. Among noteworthy points are large brakes and very large pneumatic tyres, a remarkably strong chassis frame, and total enclosure of all working parts. The price has not yet been definitely settled, but it is to be very moderate. A whole factory, that recently employed by Messrs. Wrigley and Co., Ltd., has been taken at Birmingham for the production of the new truck.

THE NEW ESSEX.

SUCCESSFUL LOCAL TRIALS.

We have lately had opportunity of testing one of the new six-cylinder Essex touring cars. It no doubt came as a surprise to many when Essex-Hudson Motors announced a new six-cylinder side valve Essex to take the place of the old overhead valve four-cylinder car, but their confidence in the reception of the six was perfectly justified, for without doubt it is much better than the old Essex in every way and is one of the most fascinating cars we have ever handled.

The engine is a six-cylinder, 258cc. bore X 5" stroke, 130 h.p. ins. o.c., R.A.C. rating 165 h.p., side valve, Hudson super-six design crankshaft 2 1/4 ins. diameter with three main bearings, split skirt aluminium pistons, camshaft and accessories, driven by silent chain, thermo-syphon cooling with radiator shutters and pump and splash lubrication, American Bosch ignition starting and lighting system, with automatic advance for the coil ignition. The power is transmitted through a multi-disc clutch housed in the flywheel and running in oil to a three-speed and reverse gear box. Then by means of a tubular propeller shaft with Spicer universal joints to the semi-floating Tinkern bearing rear axle. Hand and foot brakes on rear wheels. Steering worm and wheel and chassis lubrication by the Hudson system of large oil cups. The body is of pleasing design and in conjunction with the disc wheels of the car forms a very nice looking vehicle.

On taking over the car we were immediately impressed by the comfortable upholstery and ample leg room provided in both front and rear seats. The seats and back are pitched at such an angle that fatigue and cramp are entirely abolished. The engine started immediately, the starter button was pressed and proved, when running, to be vibrationless and noiseless. Going through the gears we were struck by their ease of changing and the silence of the gear box and the indirect ratios. This

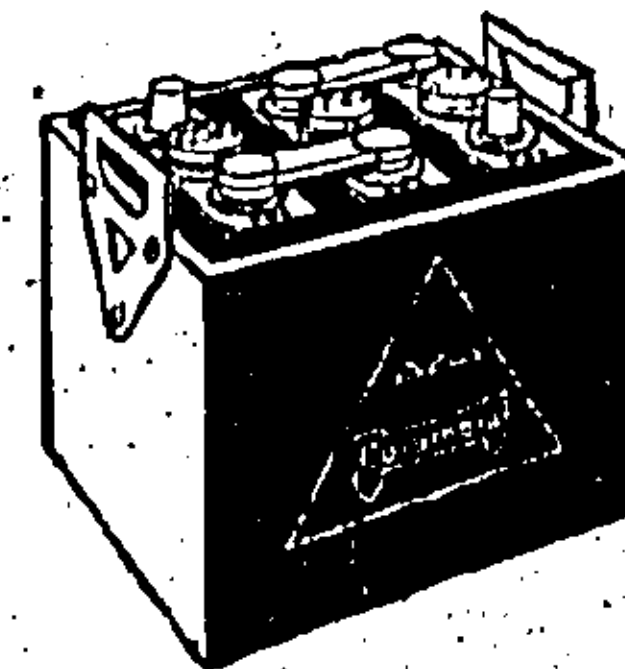
silence is a valuable feature found in comparatively few cars, and though there are few hills that would bring the Essex off top yet the silence would be very appreciated when climbing a long hill on second. The car really does steer as easily as a bicycle almost, added to which this new member of the Hudson family retains in full that flow of smooth power of the super-six. This combination with the low hung body and chassis and the extreme liveliness of the highly effective motor makes the car an invaluable machine for Hongkong with its thick traffic and tortuous roads.

We tried the car on Stubbs Road where it treated the gradient with a contemptuous indifference on top, and while turning the corners it was particularly noticed that the body remained on an even keel and had no tendency to sway and throw its occupants from side to side. On one particularly atrocious piece of the road near Wan Chai Gap the good springing and upholstery were amply demonstrated. The car sailed over the lumps in a series of gentle undulations with no pitching and tossing—a most remarkable suspension for a car with no shock absorbers. A good steering look is provided and complements and handling in general are an extremely easy matter.

During the above run an accurate account of the fuel consumption was kept and the extraordinarily good figure of 25-26 miles per gallon resulted. Fuel consumption is a very large item in the running costs of Hongkong cars, and a car which combines the economy of operation of the Essex with its fascinating should make hosts of friends and admirers.

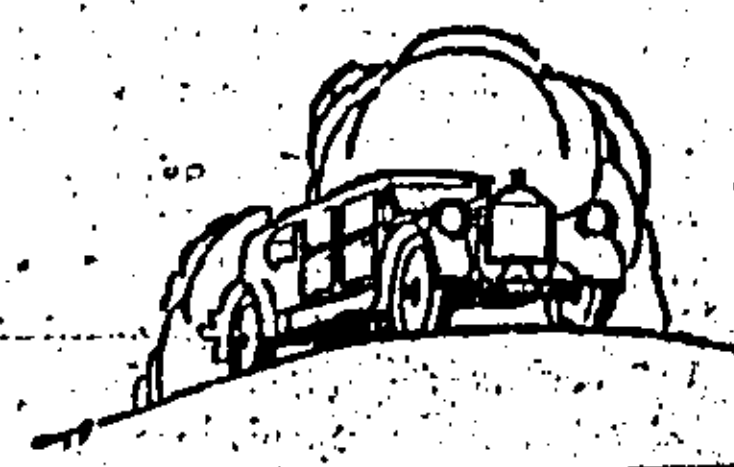
The Dragon Motor Car Company are the agents and we understand that they are trying to get the makers to fit balloon tyres. Though it is rather gilding the lily, balloon tyres would no doubt be an added advantage, but as the makers have only a large output of standard cars to depend upon for their profits, we rather doubt whether they will fit them. For the price—\$2,375—the car represents really astounding value.

Columbia Storage Battery



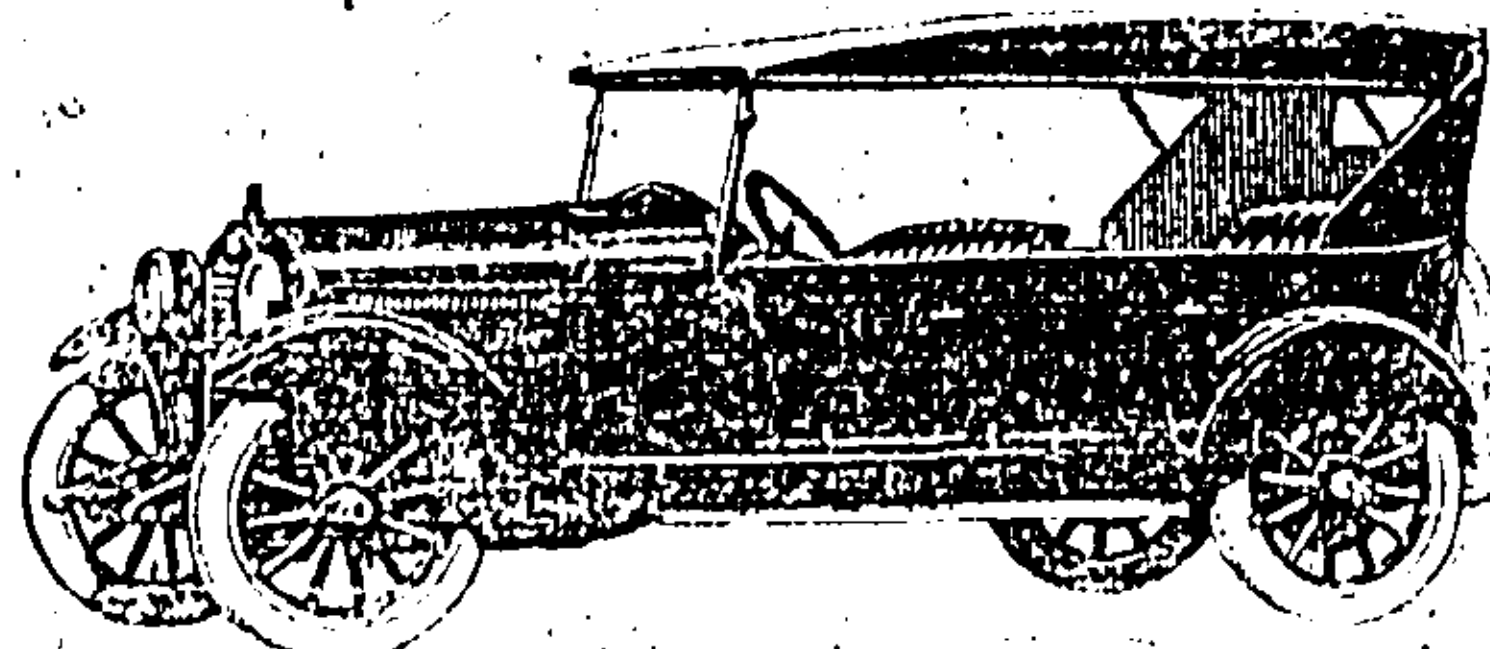
INSTANT response—quick starts, bright lights, dependable ignition—all are assured with a COLUMBIA Storage Battery. Our stock is complete; let us show you the proper size for your car.

THE DRAGON MOTOR
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The New ESSEX

5-passenger Essex Touring,
complete with Disc Wheels,
Cowl Lamps, Five Cord Tyres,
and Nickel Trimmings.
\$2,375



A Six-Built by Hudson

Note How Experts Praise It

"Hudson has produced a super Essex. It looks like the proverbial knockout."—From *Automobile Topics*.

"The New Essex is a revelation of performance, ease of riding and of smoothness."—From *Motor Age*.

"Steers easily, even on loose gravel at 50 miles per hour."—From *Motor World*.

"A wonderful value—a car of which Hudson engineers have a right to be proud."—From *Motor Life*.

"Possesses qualities I didn't believe could be incorporated in a closed car at the price."—H. A. Tarantous, in *Motor (U.S.A.)*

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Wong Nei Chung Road, Happy Valley.

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BUICK'S MESSAGE to the INDUSTRY

EVER since its founding, over twenty years ago, Buick has recognized a two-fold responsibility—a responsibility to those who buy its product—a responsibility to the industry of which it is a part.

Buick's manufacturing and service policies, therefore, have been shaped to the end that every Buick owner might realize the maximum out of his investment as measured in terms of uninterrupted, comfortable and dependable, personal transportation.

Buick's responsibility to the industry has likewise assumed very definite form. In addition to improving constantly car construction and design, Buick has bent every effort towards the originating and developing of mechanical improvements that would react not only to Buick's benefit, but would provide a definite contribution to the industry as a whole.

How fully the public recognizes the consistency with which Buick has lived up to its responsibility is manifested by the fact that for the sixth consecutive year Buick occupies first place at the National Automobile Shows—a position awarded upon volume of business.

On this particular occasion, Buick renews its pledge—that it shall maintain, with all of the tremendous resources at its command, Buick's position as the Standard of Comparison.

SOLE AGENTS

THE HONGKONG & KOWLOON TAXICAB CO., LTD.

Telephone No. 1036

FOR BATTERIES.

Batteries should never be allowed to stand for any length of time without charging.

In Norway the poor condition of the roads and the unusually severe winters have retarded the use of motor vehicles to a marked degree. There is at present a well-defined movement for better high ways and snow-clearing apparatus, so that within a short period of time it is believed that automobiles will be the logical means of transportation in that country.

CLEAN HEADLIGHTS.

Mud splashes on the headlight glass should be gently soaked off with plenty of warm water and a soft cloth or soft sponge. A few drops of household ammonia in the water will aid in thoroughly cleaning the glass but the ammonia must not be allowed to get on the finish of the car.

With the establishment of large industries away from the usual industrial centres the use of motor buses will become more frequent, both for carrying passengers and merchandise.

CARE OF THE TOP.

Because a top develops weakness from rough travelling and the heavy work that a car encounters when driving through the open country, it is advisable to inspect this part to keep it in proper condition.

An old resident of Alaska had never seen a motor car. One day he was astonished to see one go by, but was dumfounded when it was followed by a motorcycle. "Go, whiz!" he said, "what a speed that thing had a colt!"

RECKLESSNESS.

HOW TO STOP IT.

Recently whilst welcoming the proposals of the new Criminal Justice Bill relative to motorizing offences, says a Home writer, I explained the correlative urgency of ensuring the just administration of such provisions.

There is another feature of the scheme which merits constructive suggestion, and in regard to which I put forward the following idea. First of all, let us appreciate the difficulty. We strike it in endeavouring to answer the plain query: "What is reckless driving?"

To the legal mind "reckless driving" is—just "reckless driving." Let the might of the law bear conclusive evidence of reckless driving—and it will know how to deal with it according to formula. So far, so good; though not so very good, because it does not go far enough.

A DISTINCTION WITH A DIFFERENCE.

To the really experienced motorist—and one could hardly expect the legal mind to share the knowledge—there is a distinct two-fold differentiation to the basic offence of "reckless driving." I must coin nomenclature to try and make it clear to those whose practical experience has not brought the knowledge.

There is, then (a) Culpable Reckless Driving, and (b) Non-culpable Reckless Driving. Each must be eliminated by the State—but I submit that alike in the interests of the State and the offenders, the type of deterrent be varied.

The culpably negligent driver is the one who, despite adequate experience, indulges in reckless driving through the selfish action of placing his own immediate desires prior to the welfare of other users of the King's highway; or others who might reasonably become involved in danger through his action, as different from pronounced contributory negligence of their own.

That is the type of driver, luckily a very small minority, we term a "road hog," and he justly merits suppression, by the full severity of the law.

LACK OF ROAD SENSE.

But those of us who have "lived on the roads" for over 20 years, been driven by others, given driving lessons, and closely studied the general aspects of the problem, know that the other species of reckless driving is far more common.

I have called it non-culpable. Shall I amplify that by calling it the reckless driving of inexperience, the lack of road sense, the physical and mental inability to appreciate to an average degree the potential dangers of car driving?

It is in such sub-normality that you find the bulk of dangerous driving. I have seen crass ex-

amples of dangerous driving—apparently egregious—taken the number of the car, had inquiries made, and found that the "culprit" was a person as little likely to indulge in culpable negligence, to the danger of others, as I am to turn anarchist. Yet he or she was unquestionably guilty of dangerous driving, and if continued as a habit would be bound to cause an accident sooner or later.

COMPULSORY INSTRUCTION.

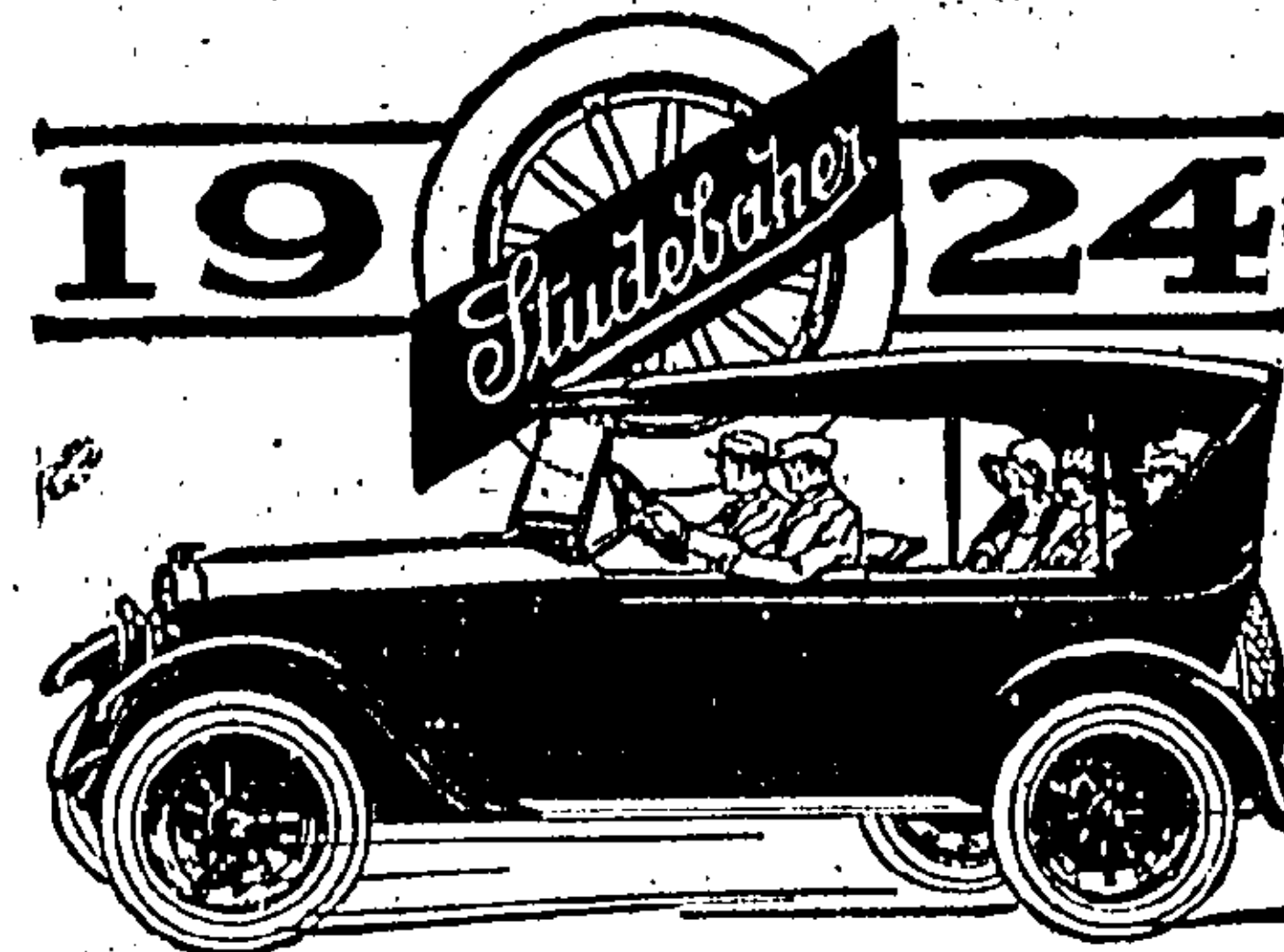
But in their innermost conscience such drivers are conscience free—they know not what they do. It is none the less the bounden duty of the State to eliminate their wrongful activities. And this is how I suggest the problem should be tackled. A reckless driving case must be adjudged as (a) culpable, or (b) non, or only partially, culpable. In the first case, the proposed new law is obviously desirable. In the second case, I would—on my way—pass judgment as follows:—

Your driving methods have been conclusively proved dangerous. Your driving license is suspended definitely for a month, and indefinitely until renewed under these terms. After the expiry of the said month you can apply for the grant of a new driving license if you can produce a Certificate of Driving Ability from the Royal Automobile Club. In the meantime you may drive a car only when accompanied by an official driving instructor whose name appears on the list of R.A.C. approved driving instructors. If you are at any time caught driving a car otherwise than as now stipulated, you will go to prison for a month, without the option of a fine.

For eliminating the driver who "cannot appreciate danger" that is surely a much more effective method than imprisonment, and, in the circumstances I have outlined, it is also more just. The oft proposed driving tests are impracticable and unnecessary for general application. In this way I suggest they would be distinctly beneficial—alike to the State and to other motorists.

CHILE USES BUSES.

The motor bus is rapidly coming into general use in Chile. Although two years ago the use of the motor bus was almost unknown in Santiago, Chile, the number now registered at the local license office is 419; of this number 378 are American made. As meters are practically unknown the use of these recording devices is optional, and when the supply is obtainable in quantity their use will be made obligatory. At the present time about 1500 meters are needed in Chile, and contrary to the usual custom it is likely that they will be sold instead of rented. This may cause some confusion at first; but no doubt continued use will solve the problem satisfactorily.



LIGHT SIX FIVE-PASSENGER TOURING CAR

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Completely equipped.
Colour. Green or Black.
New Models Arrived.

Before deciding on your car obtain specification
And let us demonstrate a 6 cylinder Studebaker.

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"Yessir--I Know Just Who Can Doctor Up Poor Little Flivver."

— and I know that when the DRAGON MOTOR CAR COMPANY cures a car's aches and pains that car stays cured.

"Another reason why I'm going there is because I won't have to hook the family jewels to pay a big repair bill.

Their up-to-date equipment gets the job done quick and saves me money."

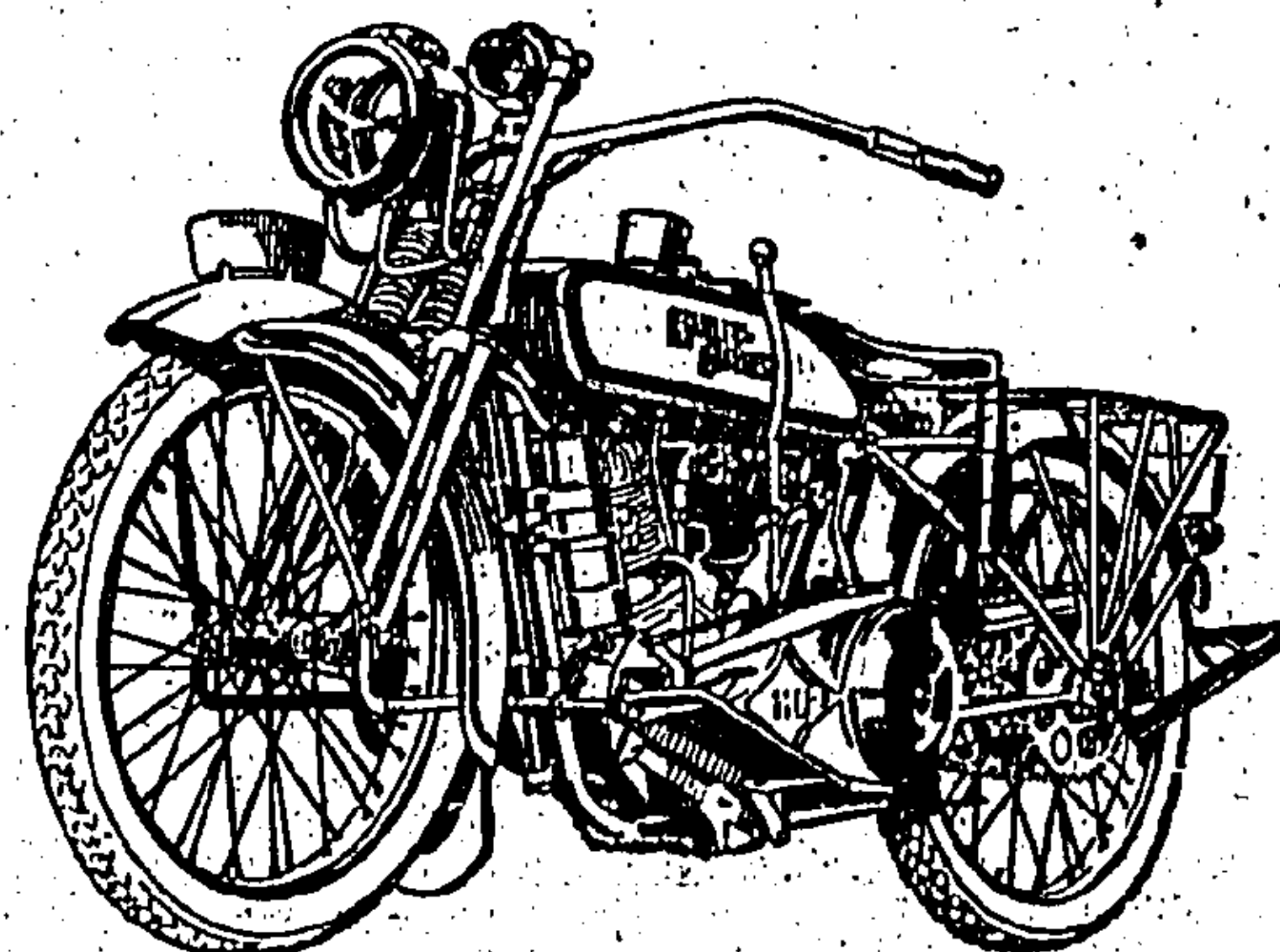
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1924 MODELS IN STOCK FOR IMMEDIATE DELIVERY
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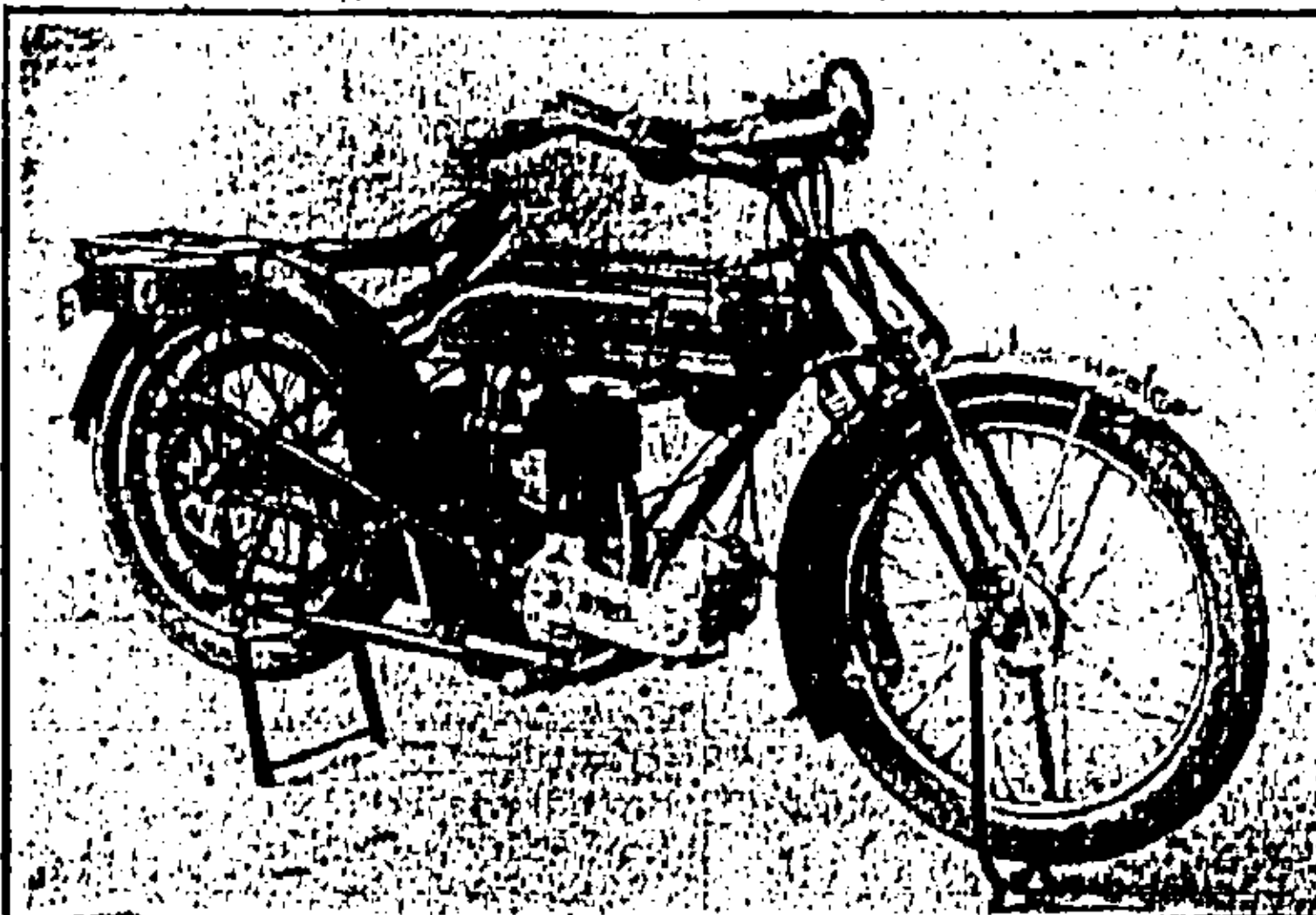
TRIUMPH

The tremendously increased demand for Triumph Motor Cycles is striking evidence of their vast and ever increasing popularity:—

* 51 h.p. Model S.D. Dynamo\$800.00
499 h.p. Model R. O.H.V. Dynamo\$830.00
23 h.p. Model L.S. Dynamo\$675.00
23 h.p. " L.W. "\$335.00

Triumph models are equipped with Lucas Dynamo Lighting Sets.

* Delivery from Stock.



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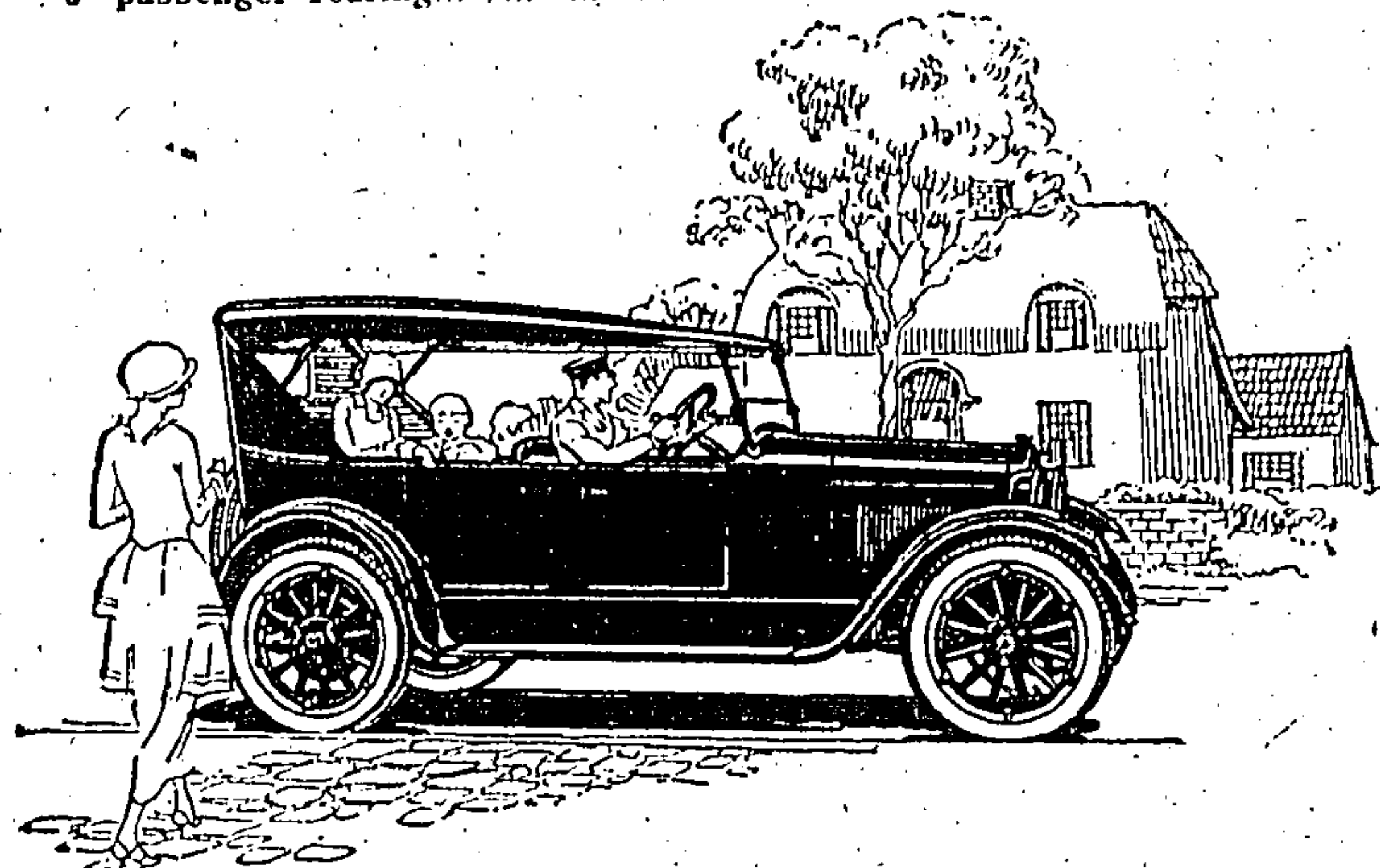
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DODGE BROTHERS MOTOR CARS

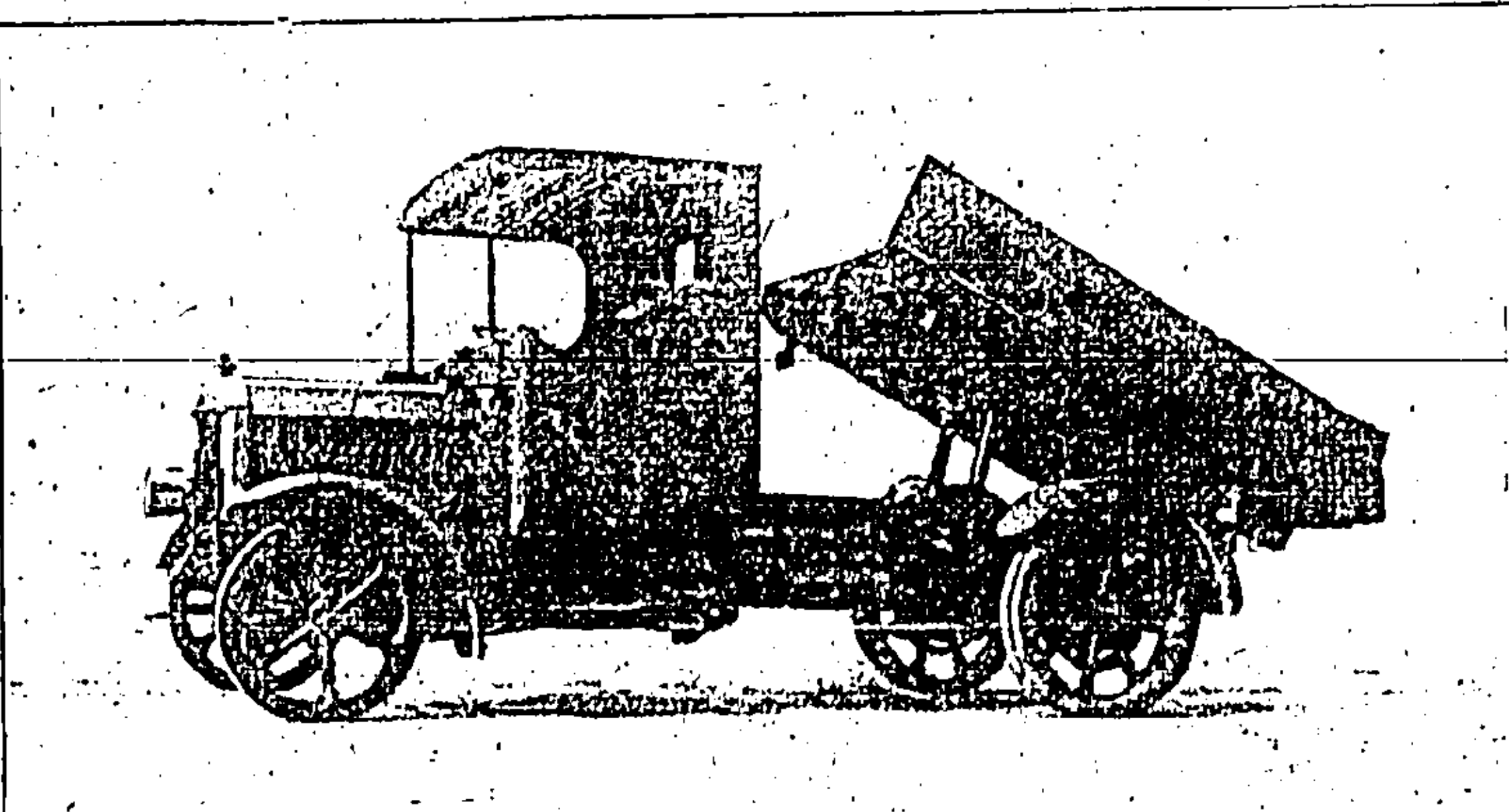
Those who have driven the Touring Car longest are its most enthusiastic advocates. They know from experience that with reasonable care the Touring Car will serve them faithfully for many years. They were not surprised when Dodge Brothers recently announced that more than 90% of the million vehicles they have built during the past nine years are still in active service. Yet this astonishing record is probably the highest tribute that has ever been paid to a motor car.

STANDARD MODELS.—Complete with five Disc Wheels and five Cord Tyres:
3-passenger Roadster \$2,400
5-passenger Touring \$2,450
SPECIAL MODELS.—Complete with Nickel Radiator Shell, Cowl Lights, Nickel Front and Rear Bumpers, Rear View Mirror, Automatic Wind Shield Wiper, Seuff Plates, Motometer and Lock, Special Blue Leather Upholstery, five Disc Wheels, and five BALLOON TYRES:
3-passenger Roadster \$2,650
5-passenger Touring \$2,700



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USERS' CONFIDENCE IN DENNIS LORRIES.

THE Co-operative Societies of Great Britain have OVER 400 DENNIS VEHICLES IN DAILY USE.

EXPERIENCED lorry users KNOW lorry value in terms of carrying power — through actual performance of one lorry against another.

They know that Dennis lorries do the most work for the least money, and they back that knowledge by increasing their equipment year after year. Purchasers of one or a few lorries can safely follow their example.

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NEW BRAKE PATENTS.

BRITISH AND BELGIUM
ENGINEERS DEVELOP
NEW TYPES.

Two four-wheel brake patents, one in Belgium and the other in England, have many interesting features. A Brussels engineer has developed a method by means of which the brake camshaft lever has connected to it a cable which passes round a pulley, the axis of which may be fixed in any position in a slot in the front wheel. When the pulley is placed coaxially with the steering pivot, the brakes are not affected by steering movements, but by moving the pulley to other positions in the slot the braking effect of the inner wheel on a curve may be made either greater or less than on the outer wheel.

The English patent relates to a form of servo-mechanism. Two concentrically arranged brake drums are provided and the anchor plate of the shoes operating on the smaller drum is free to move around the common axis of the drums; by its movement it applies the second brake, consisting of a pair of shoes in the outer drum. The brake lever applies the smaller pair of shoes and the consequent movement of the anchor plate applies the outer pair of shoes through toothed segments formed on the anchor plate and the end of a lever connected to the brake camshaft of the outer shoes. The specification provides for the angular movement of the anchor brackets of the rear wheel brake shoes to apply to the front wheel brakes, and the brake shoes may be replaced by brake bands.

DRAIN THE OIL.

To keep an engine in first class condition the crankcase should be drained every 500 miles.

TAX IN DENMARK.

All passenger cars sold in Denmark will be subject in the future to a graduated sales tax of 15 to 30 per cent. of the value. This tax will be in force until Jan. 31, 1925, and will be an addition to the horsepower tax, now in force.

BUSSES INCREASE.

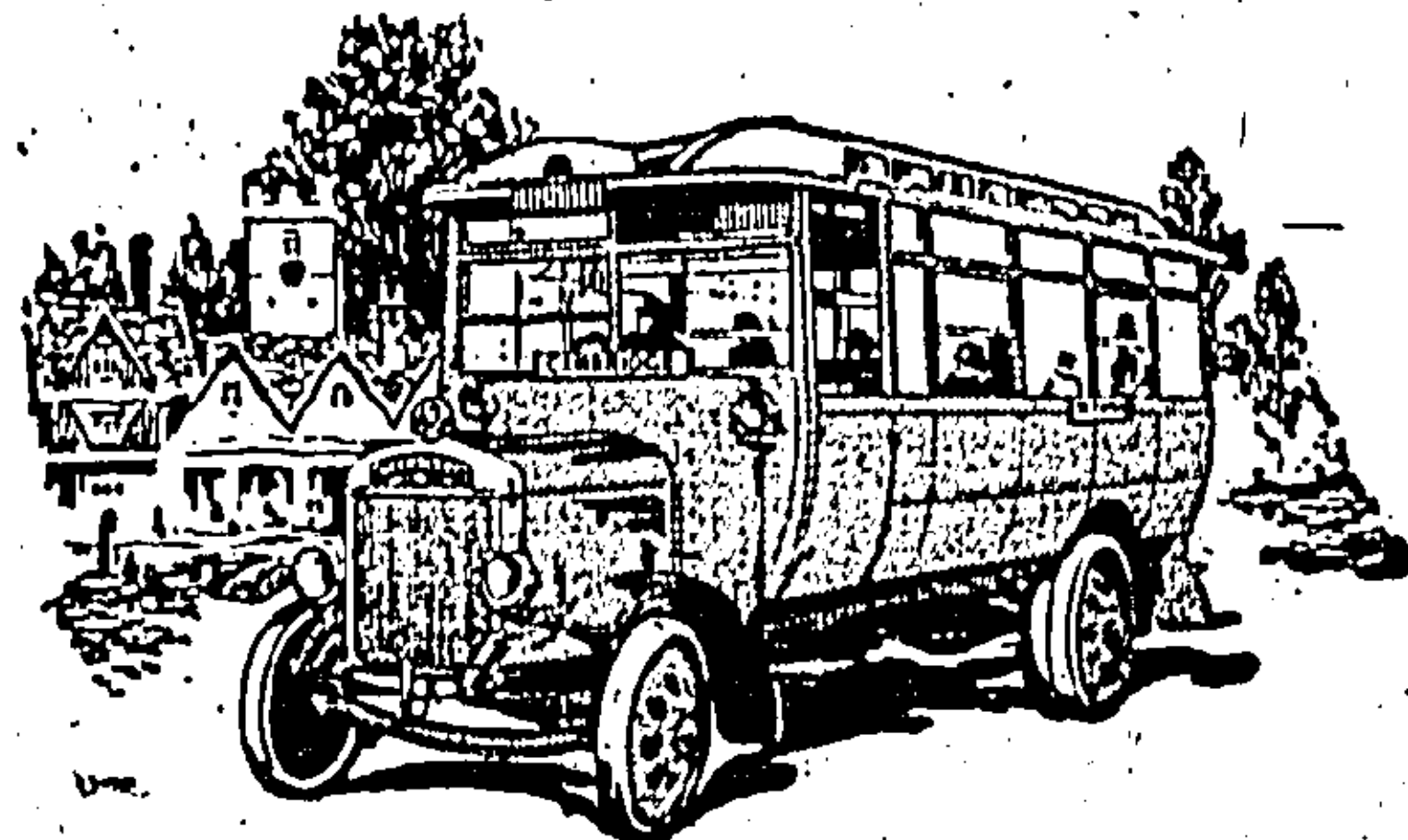
Busses are coming into general use in France. One large company, six kilometers from Lyon, is placing an order for 18 busses to transport their workers to and from work. An automobile plant near the same city has already started a service of this kind.

TYRE TIPS.

When the tyre goes down from a puncture, or especially through a slow leak, be sure carefully to examine the inside of the case before inserting the repaired tube. It is quite probable that you will find a bit of glass, small nail or some other destructive article that has thrust its way through the tread or side walls, and should be taken out. Also examine all the cuts in the casing, on the outside, pull out all nails, tacks or glass, and fill the cuts with tyre putty.

THORNYCROFT

COMMERCIAL VEHICLES
A TYPE FOR EVERY REQUIREMENT
For Passengers or Merchandise



TRUCKS
FOR HAULAGE
FROM—
2 TO 6 TONS

BUSES
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DESIGNED
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BRITISH BUS FOR BRITISH COLONY

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4. You get spare parts at proper Ford prices.
5. You get the best and cheapest car, truck or tractor in the world.
6. 8,000 are built every day! If they were not the best, how could so many be sold?
7. Trucks, Tractors, Sedans, Runabouts and Touring Cars are actually in stock.

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ANDREW HARPER,

AUTHORISED FORD DEALER.

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On and after JUNE, 1st. at No. 6 Queen's Road. — Telephone 3665 Central.

INDISPUTABLE PROOF

of Dunlop superiority is contained in the fact that practically all the makers of the best English Cars CHOOSE

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AS STANDARD EQUIPMENT

ICILCW TEE CAR
MANUFACTURERS'
LEAD, (they know!!)

The DUNLOP RUBBER
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Phone St. George's Bldg. Pk. on application.
C. 4554 Hongkong.

Also obtainable from stocks carried by the Taxicab Co.'s Branches at Hongkong & Kowloon, also by J. Gibbs & Co. Alexandra Building, Sundays & Holidays Central 4558.

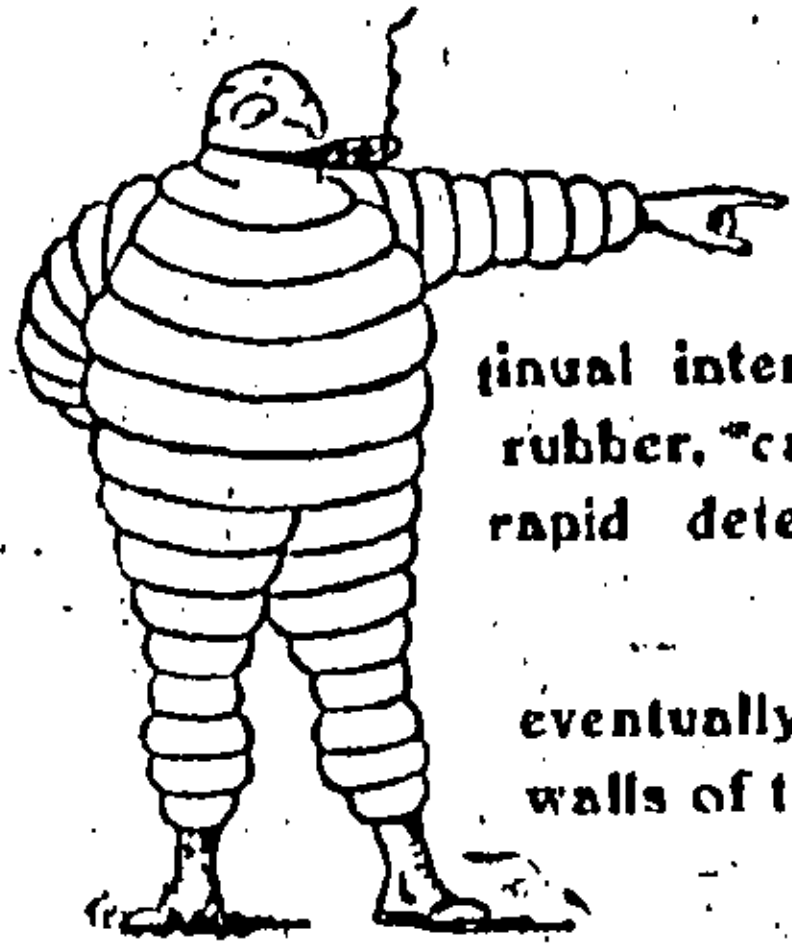
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gives a sense of security based on proved merit

OTHER Motor Spirits, the world over, are being "as good as Shell"—a worthy compliment. You get more power and greater mileage to the gallon from Shell Motor Spirit, because it comes straight from nature, rich in aromatics and naphthenes.

THE ASIATIC PETROLEUM CO. (SOUTH CHINA) LTD.

HOW TO GET GOOD SERVICE FROM MICHELIN TYRES



Keep tyres pumped up to correct pressure for the load they have to carry. We can tell you what this should be.

When tyres are under inflated there is continual internal friction between the foundation cord and the rubber, causing overheating of the tyre and consequent rapid deterioration.

Water can also enter causing rust, resulting eventually in the rims having sharp edges which cut the walls of the tyre near the bead.

Most cars in Hongkong run on under inflated tyres with the above disastrous results.

Have your wheels examined front and rear for trueness and tracking alignment. If they are at fault in this respect the tread of the cover is subject to a grinding action which quickly destroys the cover.

Keep tyres free from oil and grease.

Start and stop gently and take corners slowly.

Lastly—buy MICHELIN tyres from us and follow the above advice and tyre satisfaction is assured.

EUROPE-ASIA TRADING CO.
Telephone 3438. China Building, 1st Floor.

NERACAR

Reliability
Economy
Comfort



Cleanliness
Simplicity!
Safety.

THE LIGHTWEIGHT MOTOR CYCLE WITHOUT A PEER

With the advent of the "NERACAR" and clean two-wheeled transportation, the best known families of Great Britain are taking to this economical and comfortable means of transportation. Prominent among English users are the following:—

The Earl of Haddington M.C.
The Earl of Beilvo.
The Earl Fitzwilliam, K.C.V.O.
Col. E. V. North, C.M.G., D.S.O.
Col. Sir Edward Ward, Bart, G.B.E., K.C.B., K.C.V.O.
Lt. Col. C. Winterdale, D.S.O.
Capt. L. F. Sloane Stanley.
Professor E. Emrys-Roberts.
Dr. J. P. Broom, M.B.E.
Dr. E. H. Felton, M.B.E.
The Rev. F. W. Hassard Short, M.A.C., T.A.
and many others too numerous to mention.

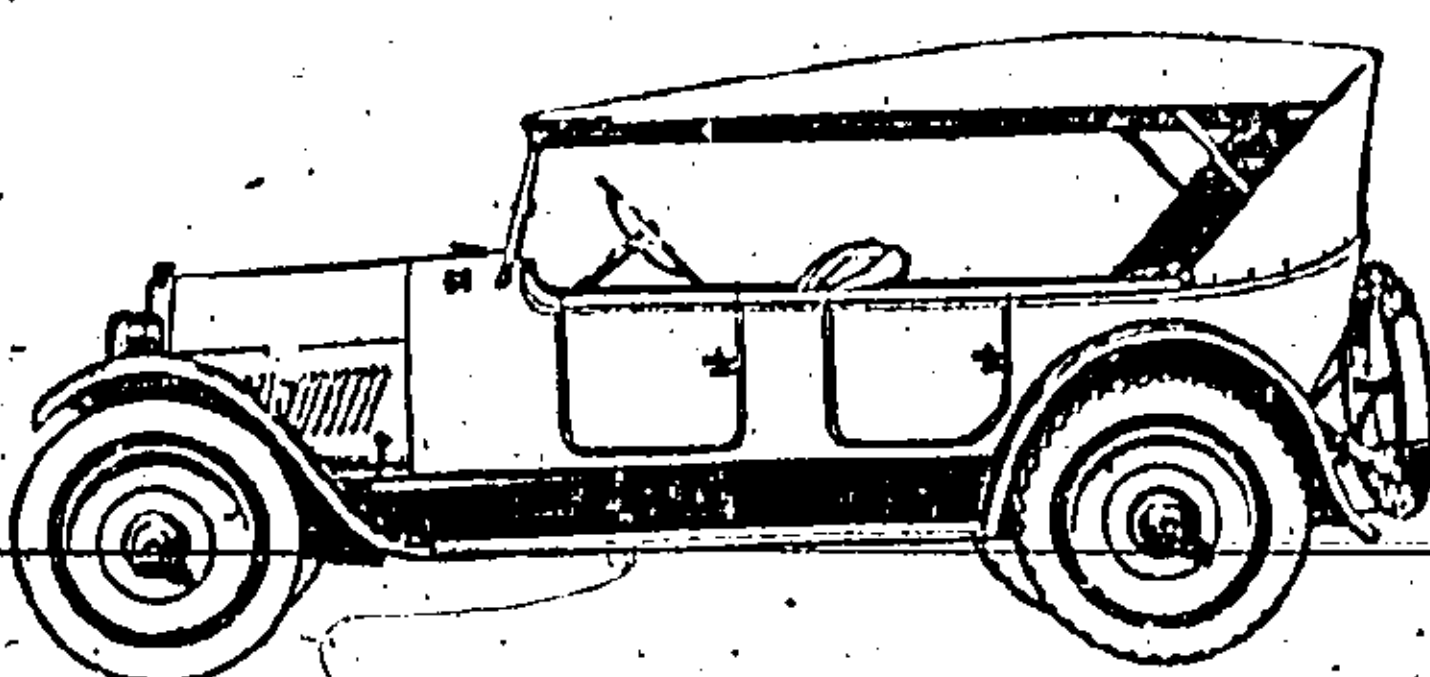
Her Grace the Duchess of Marlborough.
The Marchioness of Headfort.
The Lady Joan Wentworth Fitzwilliam.
The Lady Donatia Wentworth Fitzwilliam.
The Lady Mary Stuart Wortley.
The Lady St. Germans.

100 to 115 miles per gallon of gas. 35 miles per hour. This means safe, sane driving without spending.

Free demonstration. Sold on easy terms.

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Price \$2,500 fully equipped including, Disc Wheels, Spare Cord Tyre & Tube, Double Bar Bumper. The Oldsmobile Four Cylinder Five Passenger Touring Car now sells at a price heretofore unknown in its class. It offers you a buying opportunity that you cannot afford to overlook.
CARROLL & CO.
Telephone Central 3191.
Distributors.

FOR PEDESTRIANS.

A "SAFETY FIRST" GUIDE COMPILED.

The long-promised pedestrian's manual has appeared in Paris, and is now to be had for the asking. It is a delightful little booklet, illustrated by Marcel Capy, an artist whose work is somewhat akin to that of George Morrow or Arthur Whitts. The book contains about 60 moral maxims for the use of those who are still rash enough to insist upon going about Paris on their feet. Some of the advice is, very much to the point, and one or two examples are worth quoting. For instance, "When a vehicle is approaching you head on, instead of wavering about, stand perfectly still and fix the driver with your eye." This sounds like the well-known advice to those surprised by a lion, but it is quite a sound maxim, nevertheless.

"On the pavements, never walk along the kerb, and if you wish to stand still, see that you are close against the wall." "Before crossing the road, watch the direction in which the vehicles are travelling; they cannot come from more than one side at a time."

Would that this were true!

"Leave the roadway to the vehicles, as they leave the pavement to you," or, as Lewis Carroll might have said: "you let the traffic alone—and it will let you alone." The book is a tribute to the kindly thought of M. Naudin, the Prefect of Police, who is solely responsible for its appearance. One hesitates to say that the book will not do any good; yet, at the same time it must be admitted that accidents in Paris are not usually the fault of the pedestrian. They are due to one specific cause—speed.

Only a week or so ago, eight serious motor accidents were reported from various parts of France in one day, and in all but one case the accidents had fatal results. Fourteen people were killed altogether during the day. One cannot say that in every case the accidents in question were due to excessive speed, but as they mostly consisted in head-on collisions and cars turning over on corners, the inference is very strong. The speed mania seems to be inherent in a very large proportion of French motorists, but whilst in the country it is usually the motorist who suffers in an accident, in Paris it is the pedestrian who is unlucky as a rule.

As an example of the kind of thing which is of daily occurrence in Paris, I was walking up one of the main boulevards a week or two ago, when an individual driving a light car came down the road at a perfectly appalling speed. The boulevard in question is one of those with a sort of island pavement, planted with a double row of trees on each side, between the main roadway and the sidewalk proper. When nearly opposite to me the car had a terrific skid, jumped the island pavement, struck a tree, turned completely round, continued backwards over the intervening strip of roadway and, finally jumping the second pavement, struck the wall with sufficient force to tear one back wheel right off. (That's the worst of those semi-floating axles!) By a leap in the right direction, I managed to avoid being spread all over the wall. The driver was still sitting in the remains of his car, so I went back and asked him what he thought he was doing. He said: "I was avoiding a pedestrian." It was gently pointed out to him that such might be the case, but that he had not been far from getting another one.

The popularity of front-wheel brakes in France is a contributory cause to the frequent traffic blocks, as everyone arrives "all out" at the same place.—Continental Correspondent of "The Motor."

CLEAN LAMPS.

Lamps should have bulbs of equal candlepower, clean reflectors and be properly focused.

DRIVING IN HEAVY TRAFFIC.

It is a good plan to stop about eight feet in back of the car ahead when traffic halts, and when almost ready to start, allow the car to begin creeping in "low," and then switch to "second" as the line starts moving. This is much better than making a habit of starting off in "second."

BUDGET FOR AUTO EXPENSES.

A great deal of time and expense will be saved to a motorist who takes pride in his car through the use of a budget system. In the operating expenses of a car, the major items might be listed as gasoline, oil, tyres, supplies and repairs.

OIL IS VITAL.

Every moving part of the car must be thoroughly covered with a film of oil, both for protection of the engine and to eliminate friction. This increases not only the efficiency or number of miles per gallon of gasoline, but it also prolongs the life of the entire car.

BRITISH CARS ABROAD.

INFLUENCE OF HOME TAX.

Of special interest to motorists in Hongkong, is the following article, written by Captain E. do Normanville, in the *Daily Chronicle*:—

I wonder if you mind a "hardy annual" for our consideration today? There's no suggestion of my turning on a "garrison hints" effusion—it is a motoring "hardy annual" which I would serve rechauffe with a new angle sauce. And what is the "hardy annual" in question and what is its new guise? As the last shall be first—we'll take the guise.

Way out in distant Nairobi I have some good-hearted friends in the personnel of the Royal East African Automobile Association. In a much appreciated fit of kindly courtesy, they have made me an honorary member. I must drop in for lunch one day next week. And pursuant to their courtesy I had in my mail bag of yesterday a letter from the secretary.

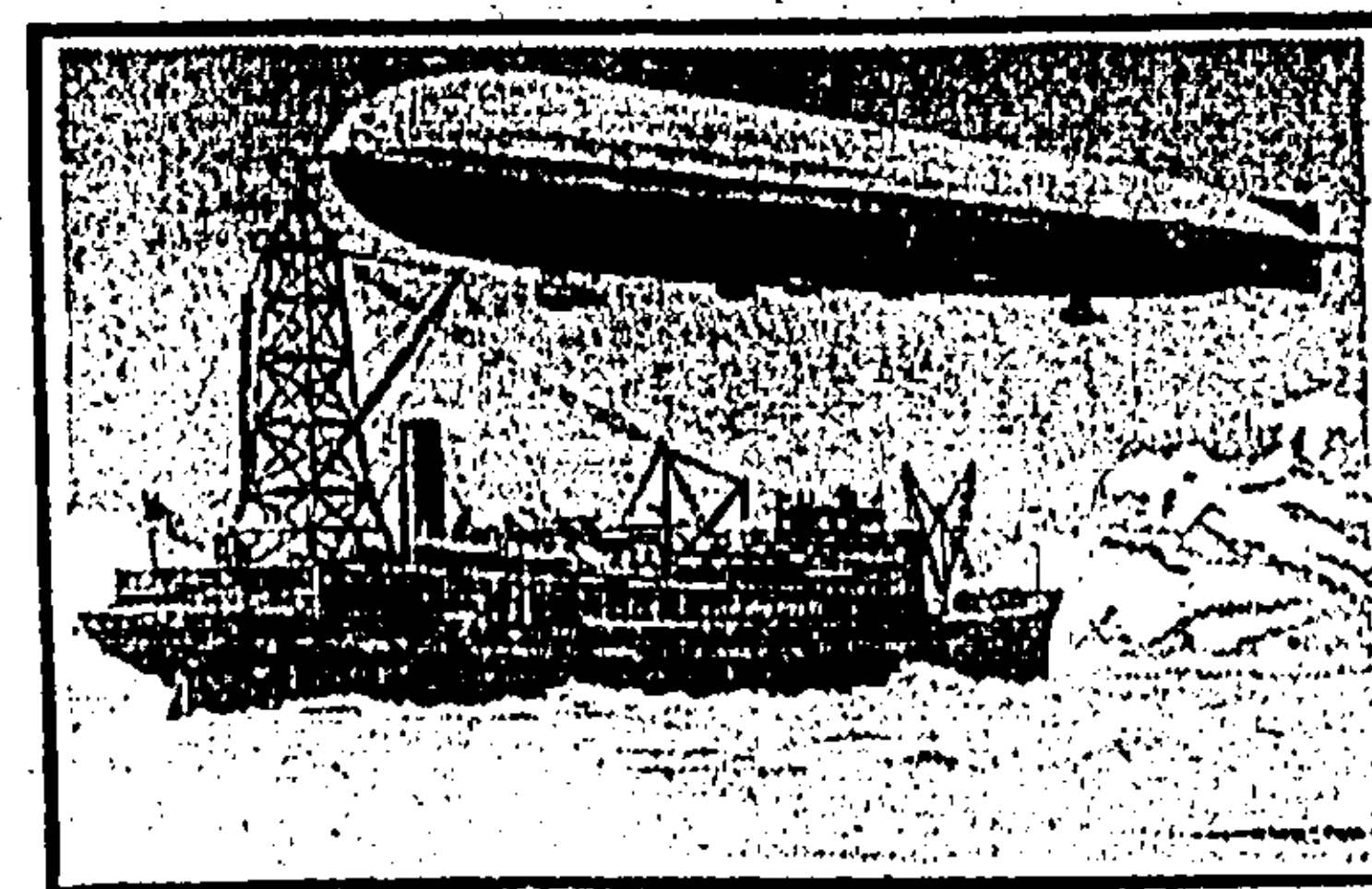
MIXED FEELINGS.

It is he who is responsible for the shortly-coming-along hardy annual in a new guise. He gives me to think. He gives me to think even with fury. And he gives me—Statistics. He tells me in the unlying exactness of precise figures just how many motor-cycles and motor-cars there are in East Africa, and Whence They Came. How are your powers of perspicacity this morning? I wonder if you have begun to see through this preamble to the facts? We have a precise ledger of all the motor-cars and motor-cycles in East Africa—and Whence They Came. Got it yet?

The total numbers of motor-cars and motor-cycles are almost identical. But here's the rub. Of the motor-cycles no fewer than 83 per cent. are of British manufacture. Of the motor-cars only a bare 6 per cent. are of British manufacture.

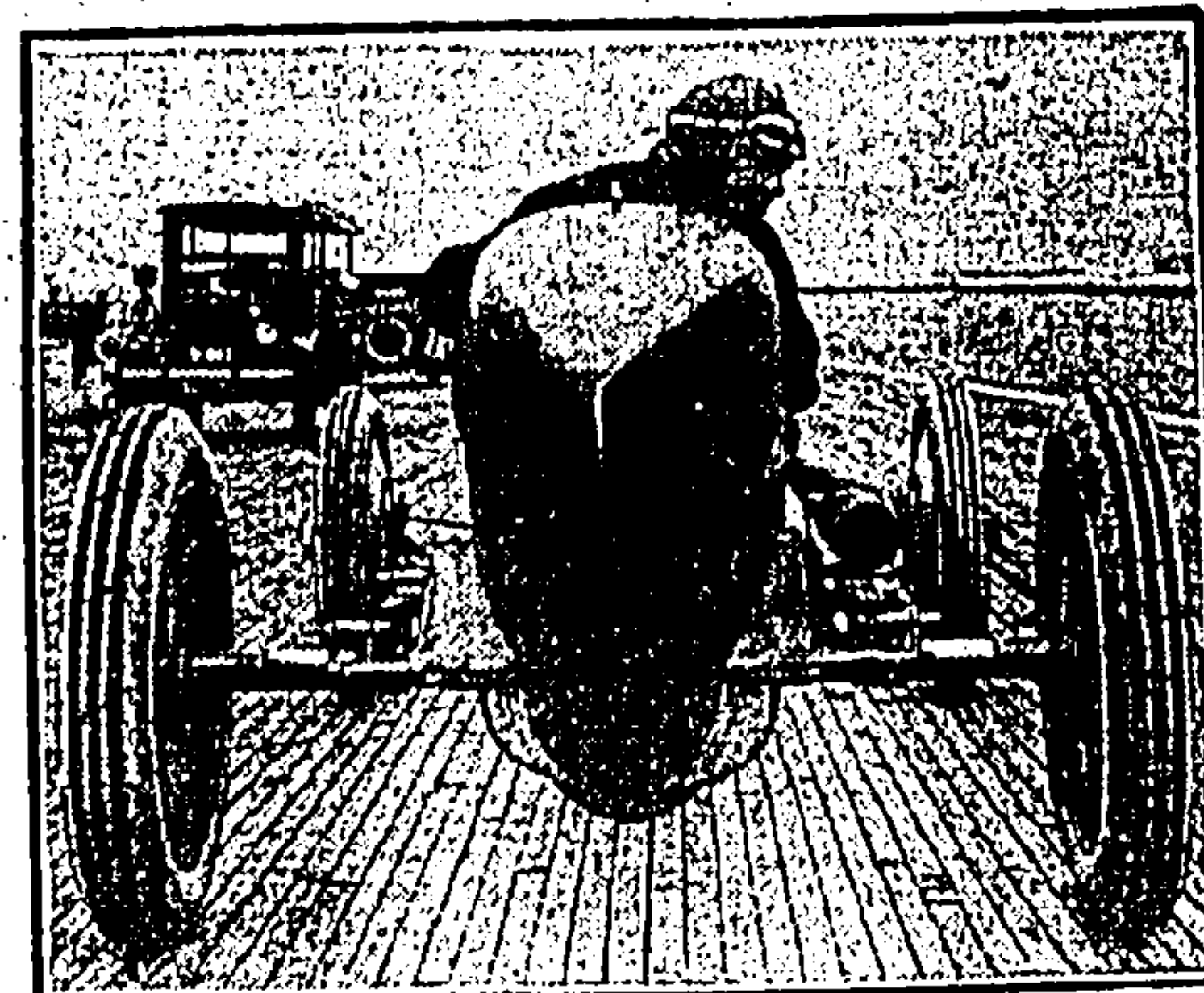
The British motor-cycle at the zenith of popularity, and the British car at the nadir of demand. On the one hand the unparalleled supremacy of British achievement; on the other British failure.

Am I not right in putting it to you that this is a new guise for an old problem? Where are we to find the culpability for one



Construction of a mooring mast on the U.S.S. Patoka is being completed at the Norfolk navy yard. The above photo-sketch shows how dirigibles of the Shenandoah type will be moored.

JUST ROOM FOR ONE!



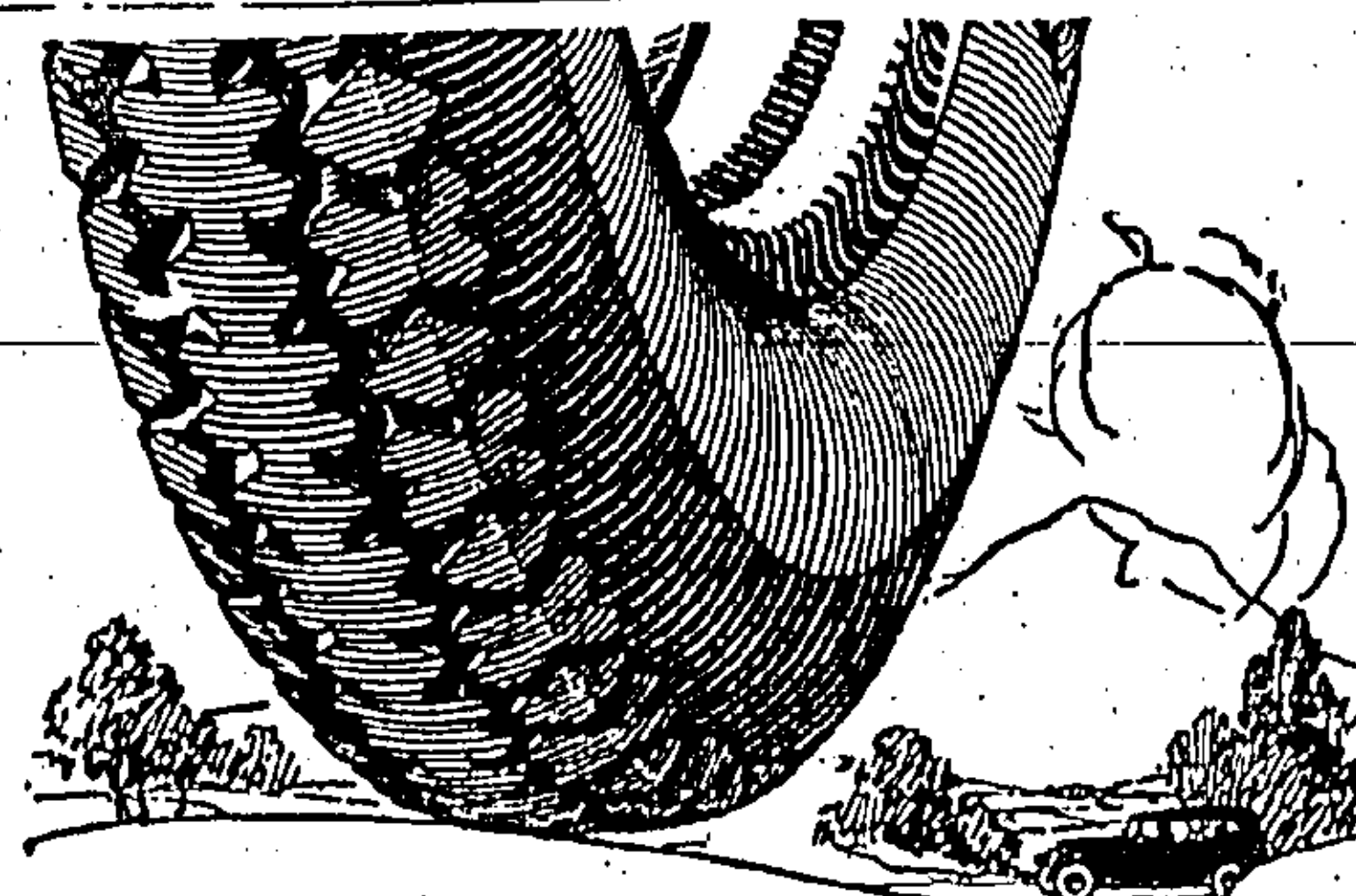
No greater thrill can be enjoyed than that of a spurt around a race-track in one of those racing cars. The one-man seat was designed by Cliff Durant, a winner in the Indianapolis Speedway races.

section of our industry falling whilst the other section of the same industry enjoys a paramount success?

INFLUENCE OF THE TAX.

It would be an exaggeration to say that the entire fault rests with our (printable vocabulary always fails me here) inconceivably imbecile system of taxation, which forces us to build cars unsuitable for overseas markets.

But it is unquestionable that this national imbecility is largely at fault. You cannot say, "It is the fault of the British manufacturer himself"—because those figures so palpably give the lie to the assertion. Where the taxation system does not adversely affect design—the motor-cycle—the British product is supreme throughout the markets of the world.



Maximum Performance at Minimum Cost

MOTOR transportation, of men or materials, is today obtained with maximum security and comfort and a minimum cost when the tyre equipment is Firestone.

The structural advantages in these big Cord tyres exactly provide for strength with flexibility. The Firestone process of double gum dipping completely insulates each cord in live rubber, eliminating internal friction, while the plant body of the tyre successfully withstands the blows and strains of road-contact, thus combining comfort with long tyre life.

Security against skidding, good appearance and car protection are additional benefits.

Most Miles per Dollar

THE DRAGON MOTOR CAR Co., Ltd.

26 Nathan Road, Kowloon.....Kowloon 226.
24 Des Voeux Road, Hongkong.....Central 482.
Show Room and Service Station (Happy Valley).....Central 3950.

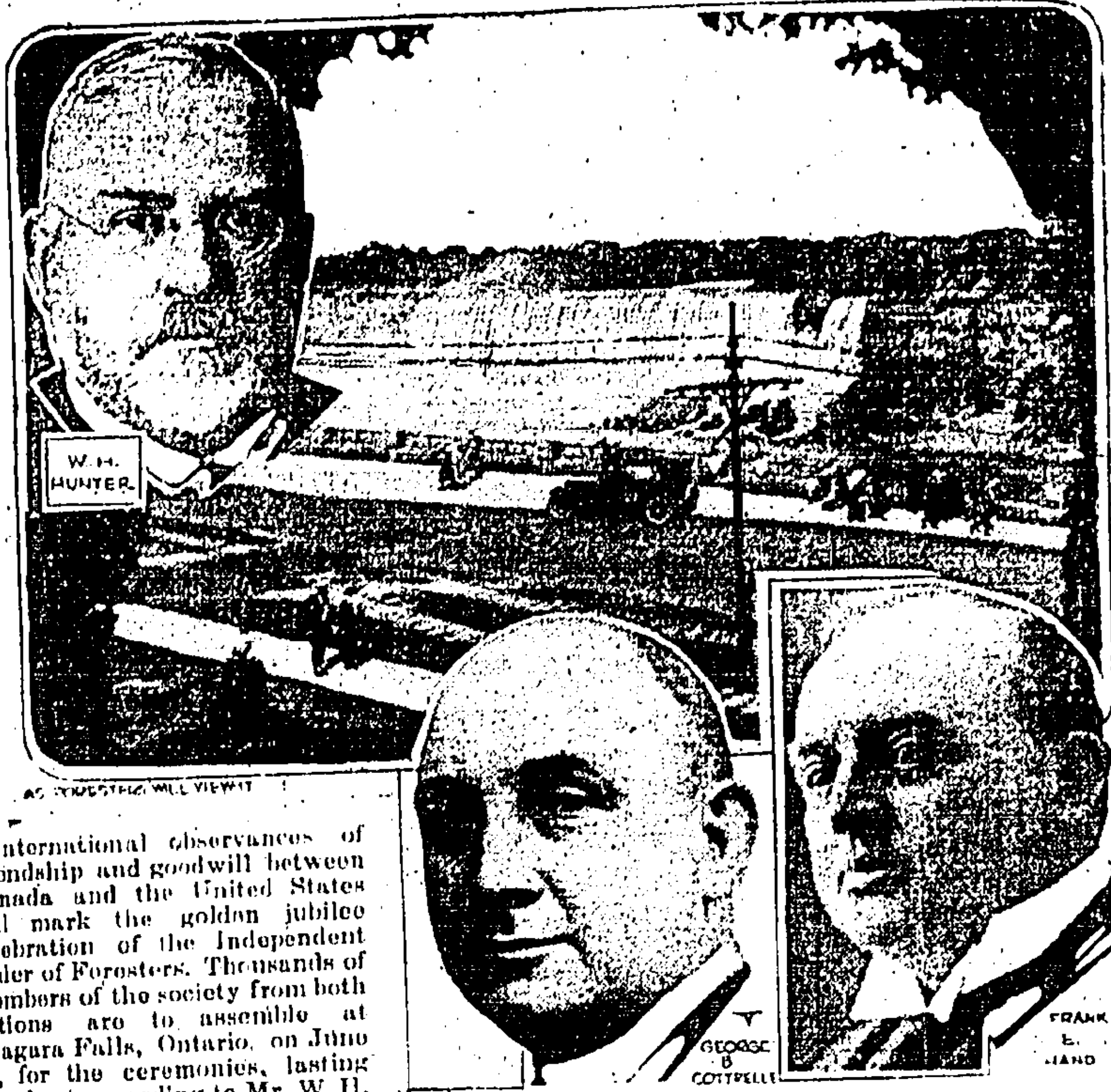
(A full range of Motor Car and Motor Cycle Tyres and Tubes carried at each of the above addresses).

Firestone

FEATURES FOR THE FAMILY

HONGKONG TELEGRAPH, SATURDAY, 31st. MAY, 1924.

UNITED STATES AND CANADA. Golden Jubilee to Celebrate Friendship.



International observances of friendship and goodwill between Canada and the United States will mark the golden jubilee celebration of the Independent Order of Foresters. Thousands of members of the society from both nations are to assemble at Niagara Falls, Ontario, on June 19, for the ceremonies, lasting four days, according to Mr. W. H. Hunter, Supreme Chief Ranger of the order.

The golden jubilee will officially open on June 17th with exercises in Newark, New Jersey, where the order was founded in 1874. Mr. Samuel Compers, president of the American Federation of Labour, who was one of the charter members of the society, will be orator of the day.

From Newark the celebrants will proceed in special trains to

Niagara Falls, where the main events of the jubilee will take place. An encampment for all visiting members will be established in Victoria Park. Addresses of welcome by city officials, band concerts, prize drills by degree teams from Forester courts from all parts of the United States and Canada, visits to points of historic interest around Niagara Falls, and calisthenics and dances

by children from the Forester's orphanage, will complete the closely-packed programme.

The celebration will conclude with a visit to the society's phannage at Oakville, on June 22. The Foresters will then proceed to Toronto where the society has its headquarters and where a memorial service commemorating the golden jubilee will be held in one of the prominent churches.

SPORTS PARS.

Interesting World Items.

The prize as regards money for the Derby is to be a record one this year—about £12,000.

Cumberland County defeated Kent recently, before 13,000 spectators, at Carlisle, and for the first time won the County Rugby Championship.

A palatial pavilion is about to be erected at Westerlands, the athletic ground, of Glasgow University.

Mr. R. G. Gibson, an old Solkirk Bowling Club champion, has for the fifth time won the single hand championship of the Transvaal.

Bolton Wanderers report a profit of £5554. Last year they had a balance of £4859, the year before one of £5859, the year before one of £1587, and the season prior to that they finished with £672 in hand.

The Scottish lacrosse ladies lost to the English ladies recently by 26 goals to 1. We notice the game is described as having been a keen one.

In addition to the five swimmers already chosen to represent Australia at the Olympic Games, Stedman has also been selected. The team will therefore be Charlton, Beaupre, Herald, and Stedman.

America have entered for the Olympic Games "soccer" competition, also Jugo Slavia. That brings the number of entrants up to 21. Neither England nor Scotland are in.

At the international meeting of the Ladies' Golf Union, Miss Joyce Wethered was back marker at plus one, Miss Doris Chambers, the lady champion, was scratch, and Miss Cecil Leitch had one stroke.

The Newcastle United goalkeeper, Mutch, played in his third English Cup final on the 26th April. He was on the losing side for Huddersfield Town in 1920, and was in goal when the Yorkshire men won the Cup two years later.

H. L. V. Day, the English Rugby player and cricketer, is now in business in London, having resigned from the Army. He expects to spend a good part of the summer in Scotland, and will probably play for the West of Scotland.

J. T. Tyldesley has been advised to take a complete rest, and he may not be able to take up his duties at the opening of the season as coach to the Lancashire County Cricket Club.

The cable received by the South African Rugby Board on March 17 last caused some surprise, as Mr. W. Call, the English Union treasurer, said that four Test matches instead of three would be played. The Board asked for four at first, but the reply stated that only three could be played.

Randolph Lycott, the British Davis Cup player started the lawn tennis season well. Recently at the Sutton Hard Court Tournament he beat P. D. B. Spence, who will play for South Africa in the Davis Cup, 7-5 and 6-2, in spite of being short of practice. Spence was actually leading 5-2 at one stage in the first set.

A 17-year-old boy, W. B. Attwood, accomplished a remarkable performance in winning the Guildford Alliance golf tournament at Guildford with scratch rounds of 73 and 76. Attwood is assistant professional to the club, on whose course he played. He is only 5ft. 13in. tall. Unaccustomed to the large gallery which followed him in the afternoon, he missed several hole-in-one putts, or his score would have been still better. A. G. Howlett, the West Surrey professional, set up a new course record with 69, but took 85 for his second round.

SIMPLE LIFE IN CANADA.

What the Western Ranches Offer Tourists.



Alberta offers fine opportunities for summer holidays on real ranches, the sort of vacations that appeal to many men and women who spend most of the year amid the hurly-burly of city life.

One of the best known of these retreats is that called the "Stampede" or "TS" Ranch, operated by Guy Weadick and his wife, Flores LaDue, both familiar to vaudeville audiences in Canada and the United States, as trick riders. This ranch is located along the Highwood River in Edon Valley, 35 miles west of High River station and is in the same district as "EP" Ranch, owned by the Prince of Wales. It is situated at an altitude of 4,000 feet with peaks of from 6,000 to 10,000 feet in height within a few miles. One may sleep in the ranch house or a log cabin. Plenty of saddle horses are on hand for trail riding among the foothills and up into the mountains. In season there is excellent shooting for birds and while the trout fishing is fine.

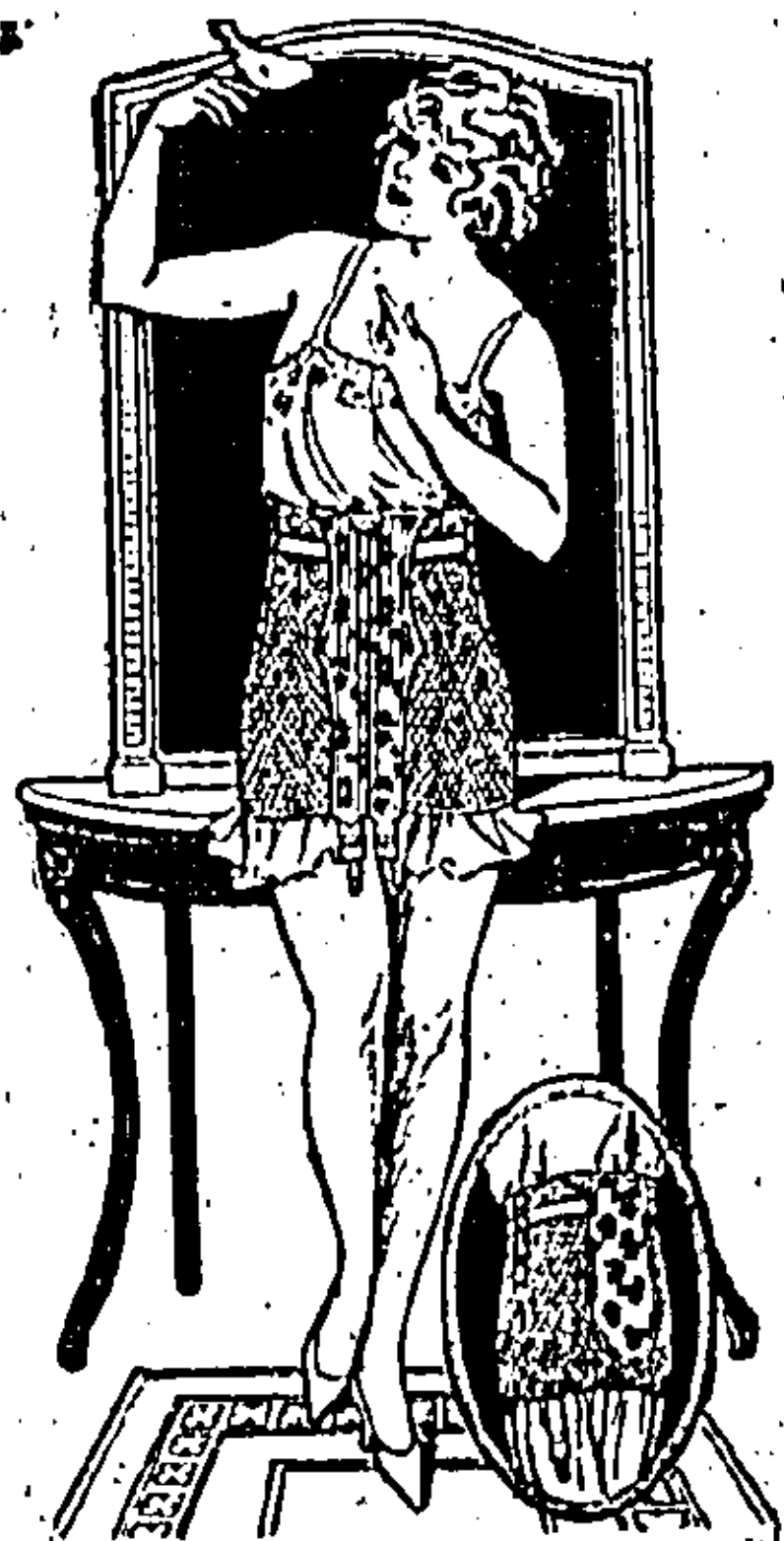
Kananaskis "Dude Ranch" in the foothills of the Canadian Rockies, is located near Morley Indian Reservation between Calgary and Banff. The ranch buildings command a beautiful view of Bow River, they include ranch house and cabins and are only a quarter of a mile from the station. Many trail trips can be enjoyed from here; two five-day trips are those to Mt. Assiniboine and to Devil's Head, the latter permits visits to Mt. Asymmer, Lake Minnowanka and Devil's Cap.

LANE, CRAWFORD, LTD.

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"TREO" CORSETS



The Corsets par excellence, for wearing with the most fashionable day and evening gowns.

Stocked in several shapes and all sizes ensuring the correct line for all figures.

Prices \$6.50 to \$21.50.



THE "TREO" GIRDLETTE

As absolute freedom is essential for the enjoyment of Tennis, Golf etc, the Treo Girdlette is a necessity and boon to every Sportswoman.

"TREO GIRDLE" THE ALL-ELASTIC CORSET

DAINTY HAND MADE LINGERIE.

THE

UNDERWOOD

PORTABLE.

"The Machine you will eventually carry."

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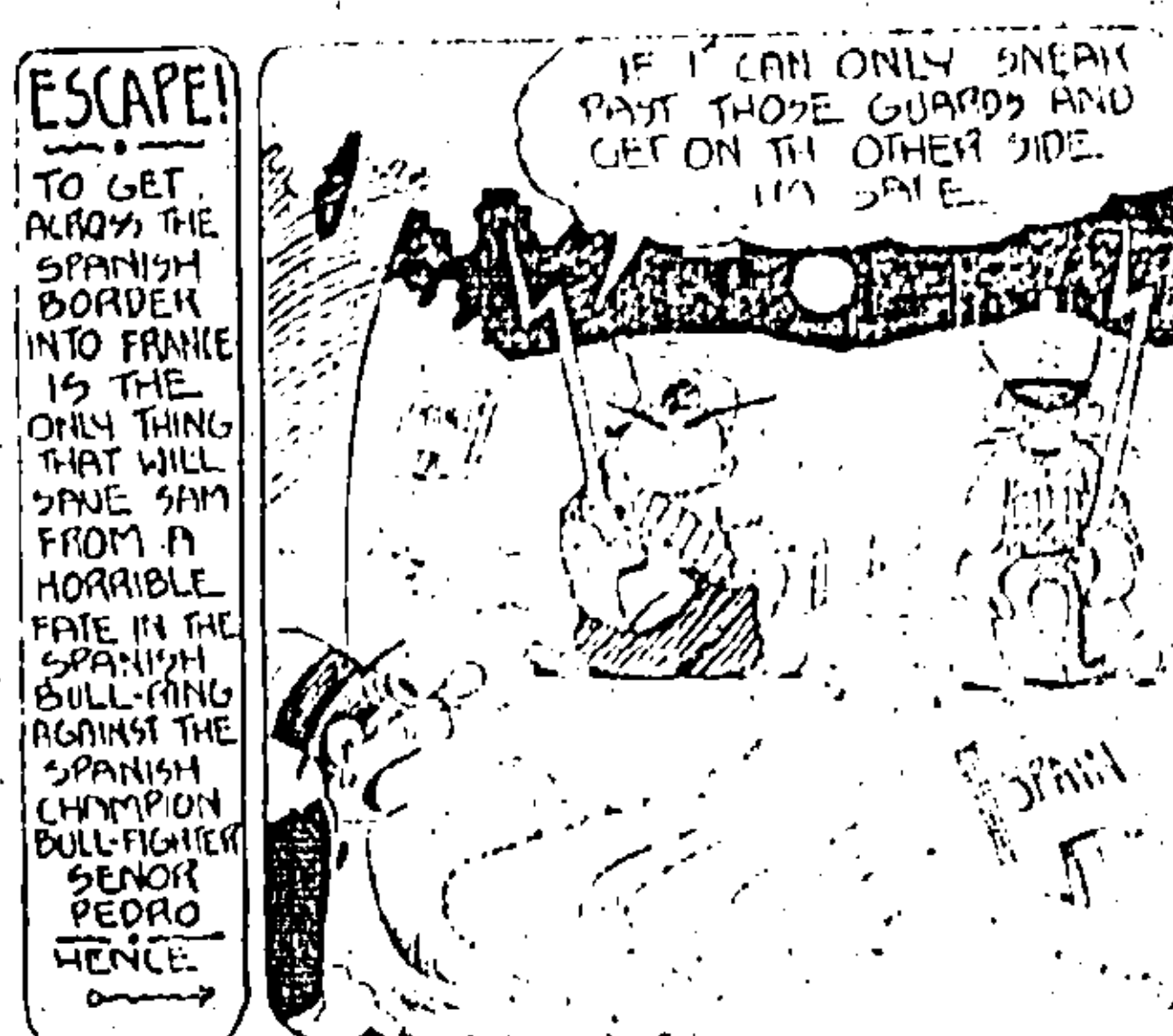
DODWELL & Co., Ltd.

Telephone C. 1080.

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A PAGE FOR THE KIDDIES.

SALESMAN SAM



Only a Dream

BY SWAN

UNDERWOOD TYPEWRITERS

PRICE - H. K. \$112.50 NET.

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In Case
5 3/4 Lbs.Minimum
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Service.

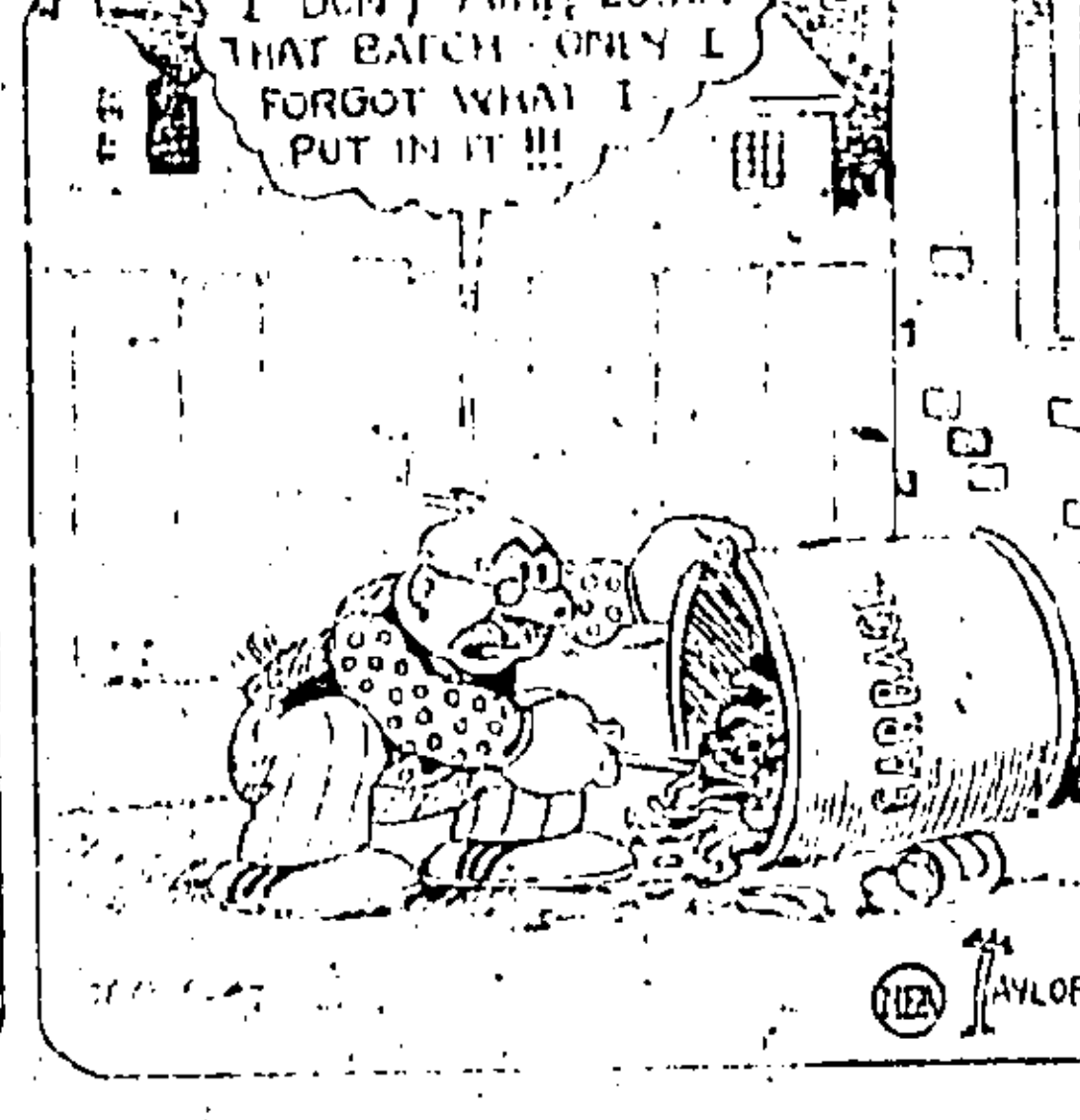
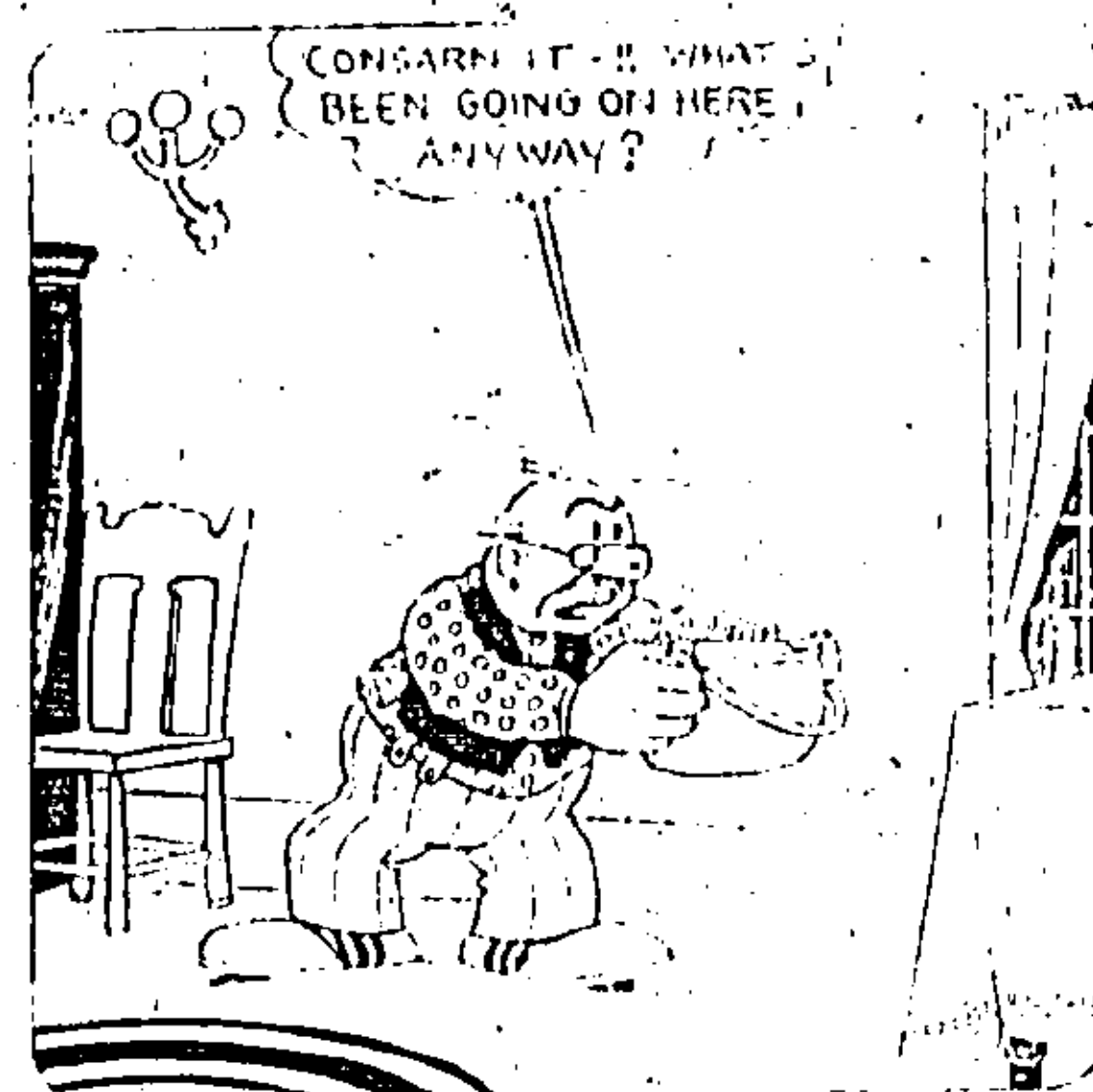
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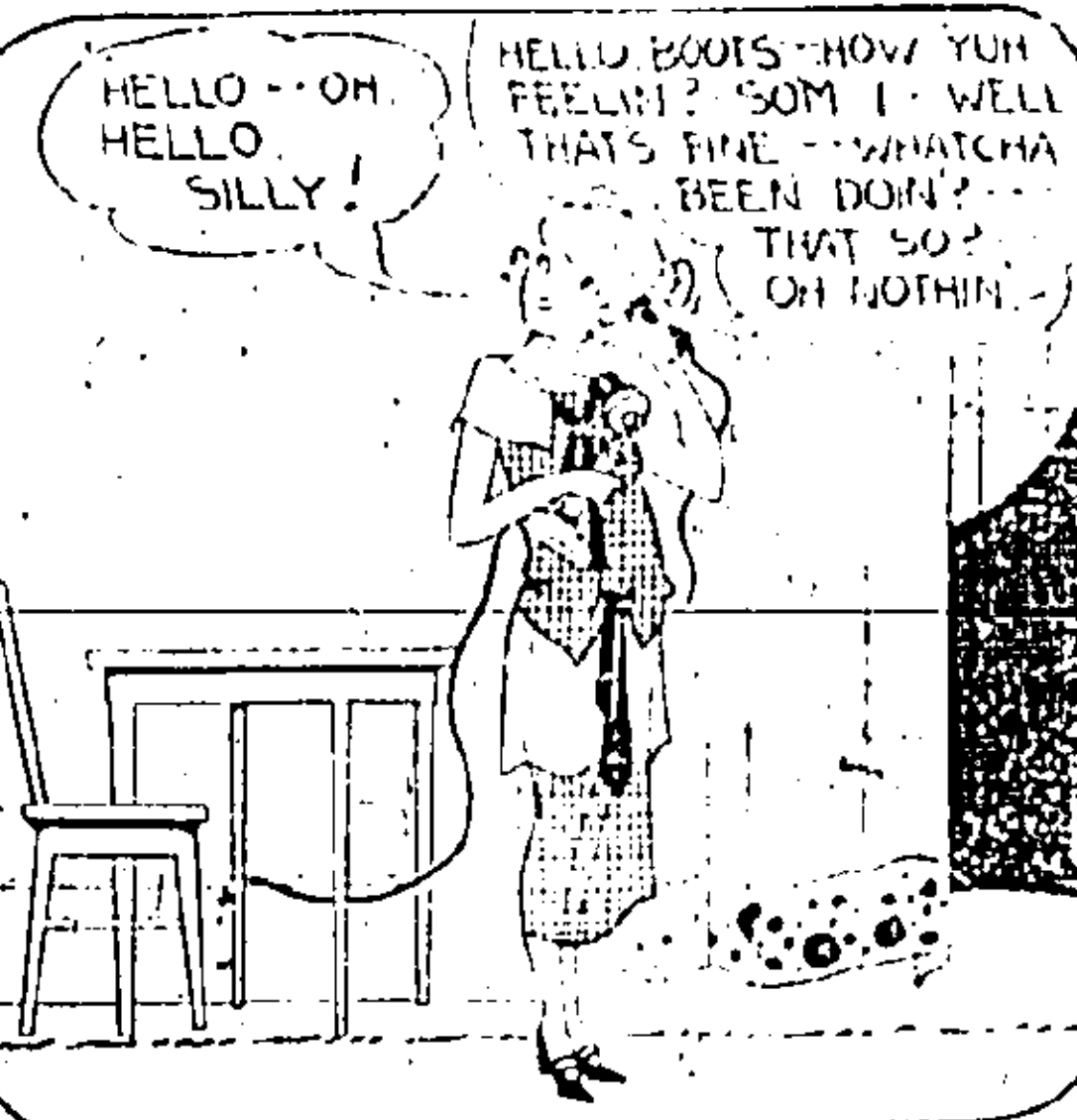
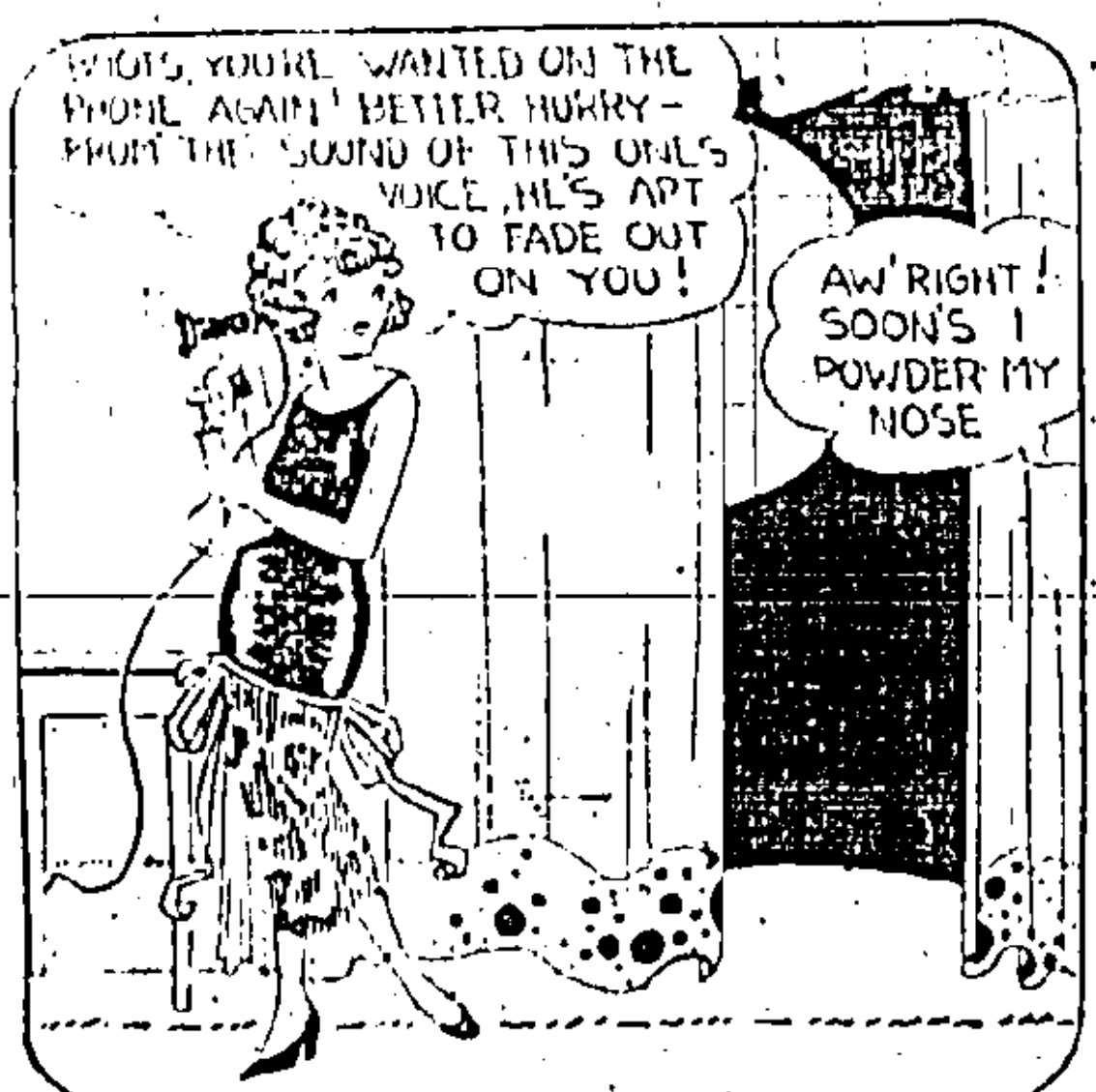
MOM'N POP



A Batch of Sorrow

By Taylor

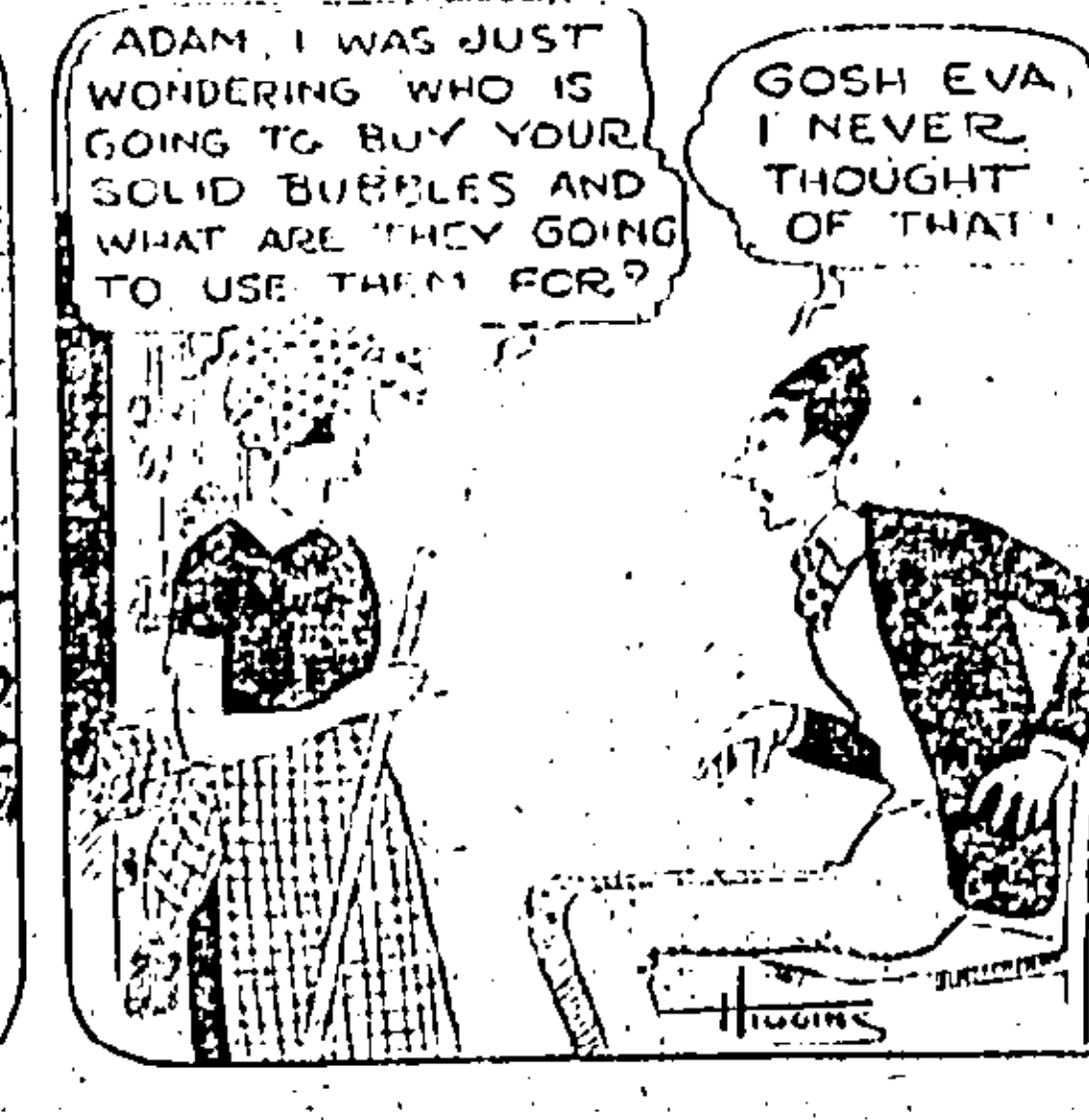
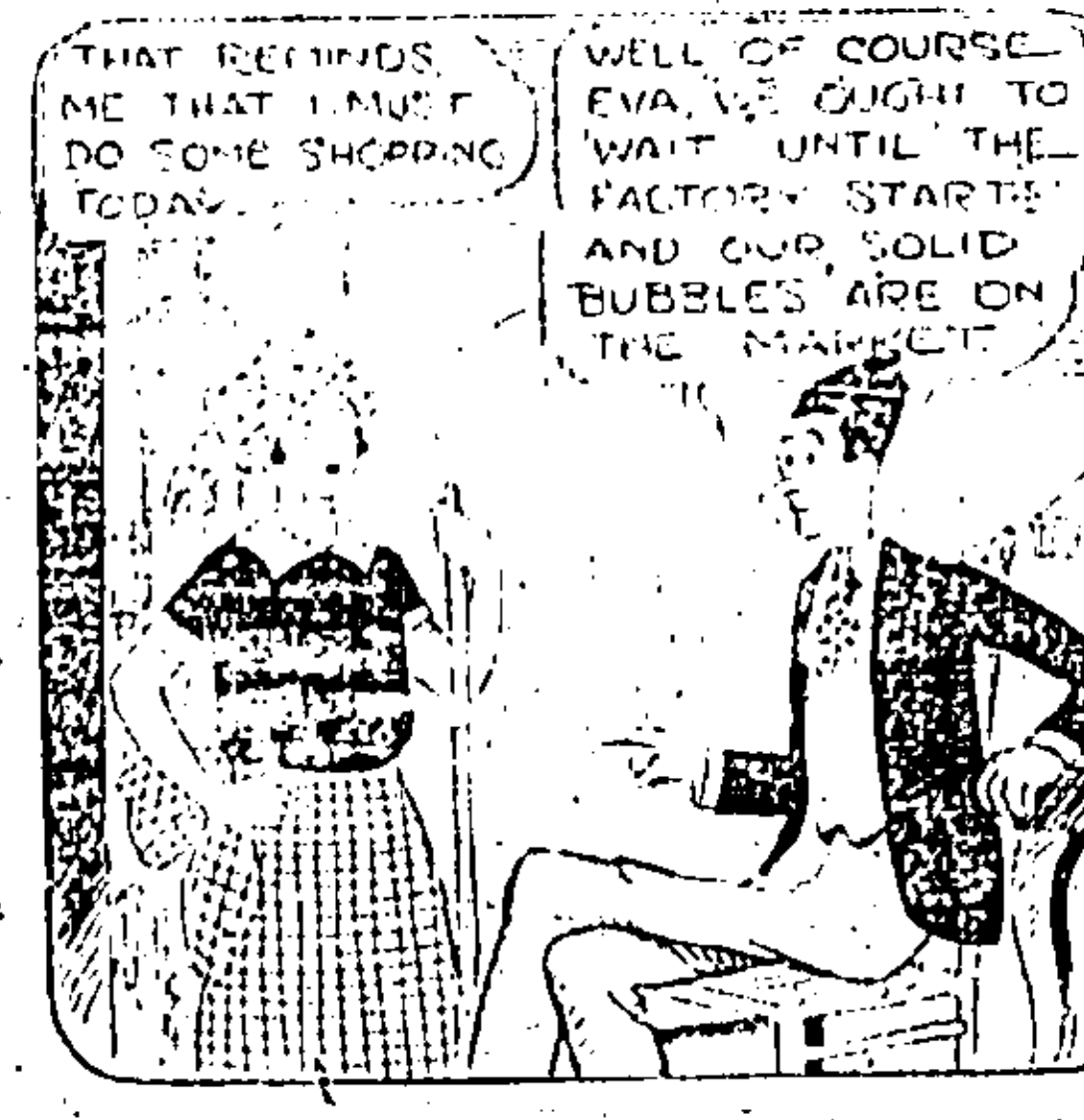
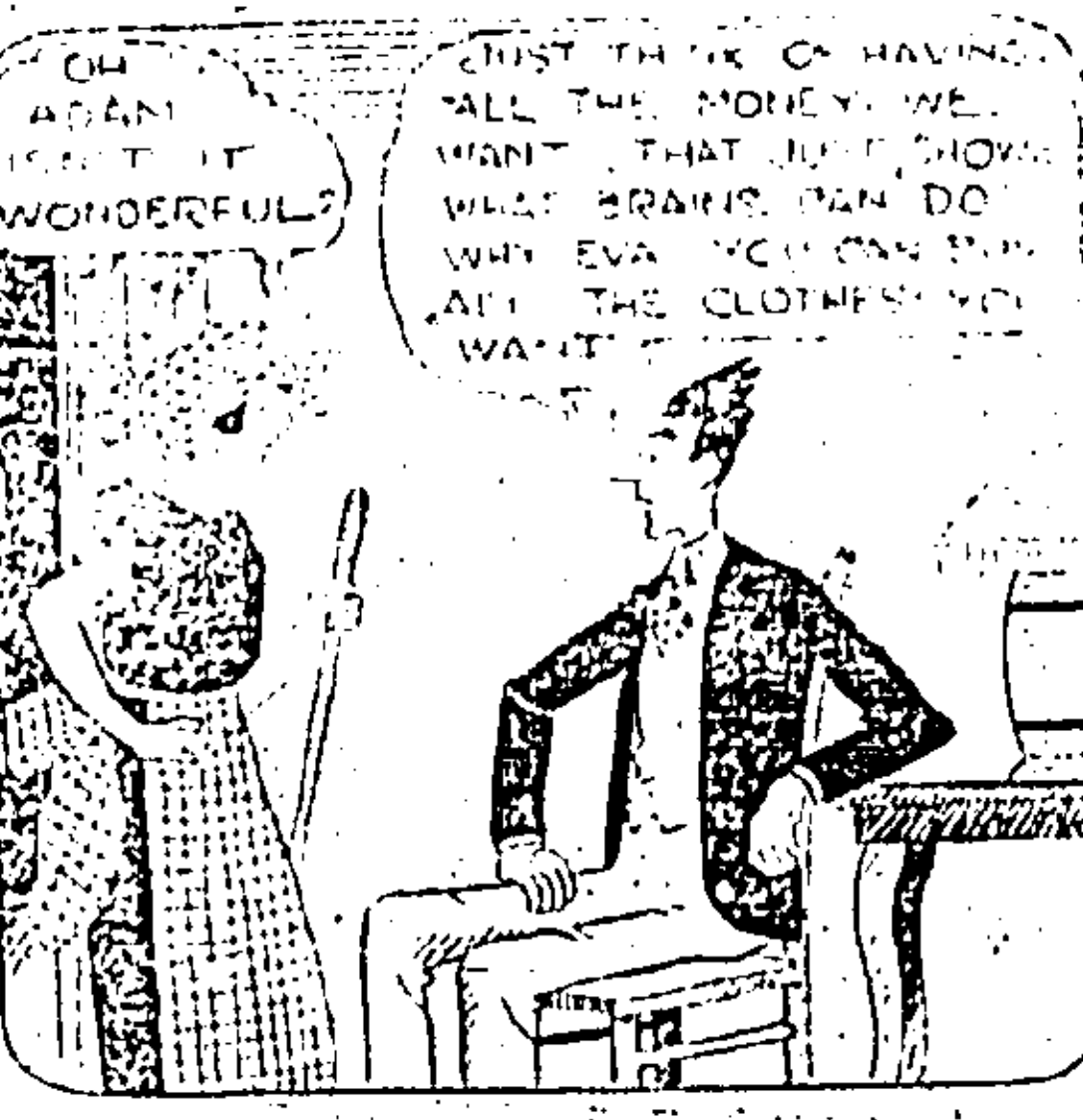
BOOTS AND HER BUDDIES



Leading Up to the Subject

By Martin

ADAM AND EVA



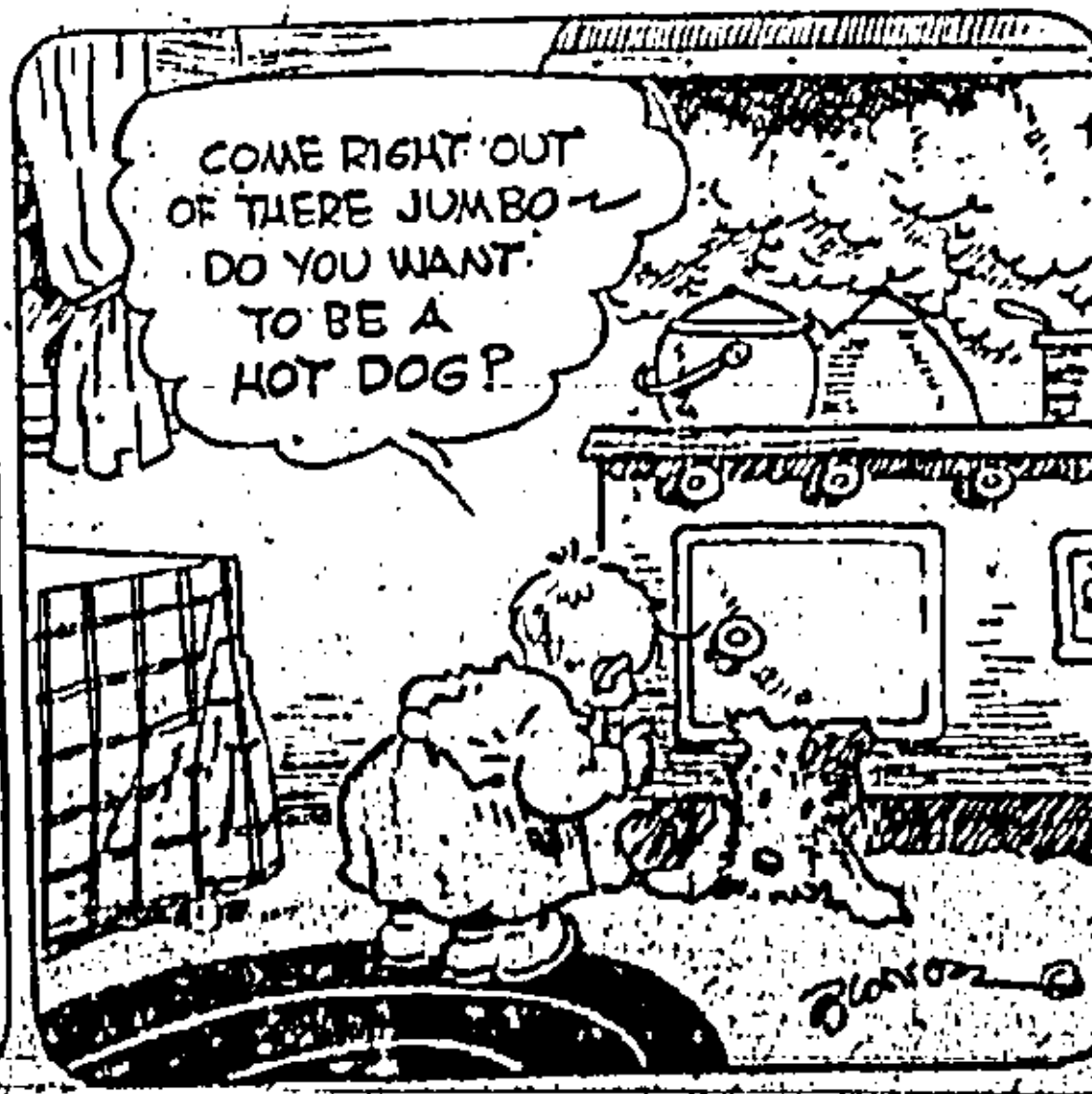
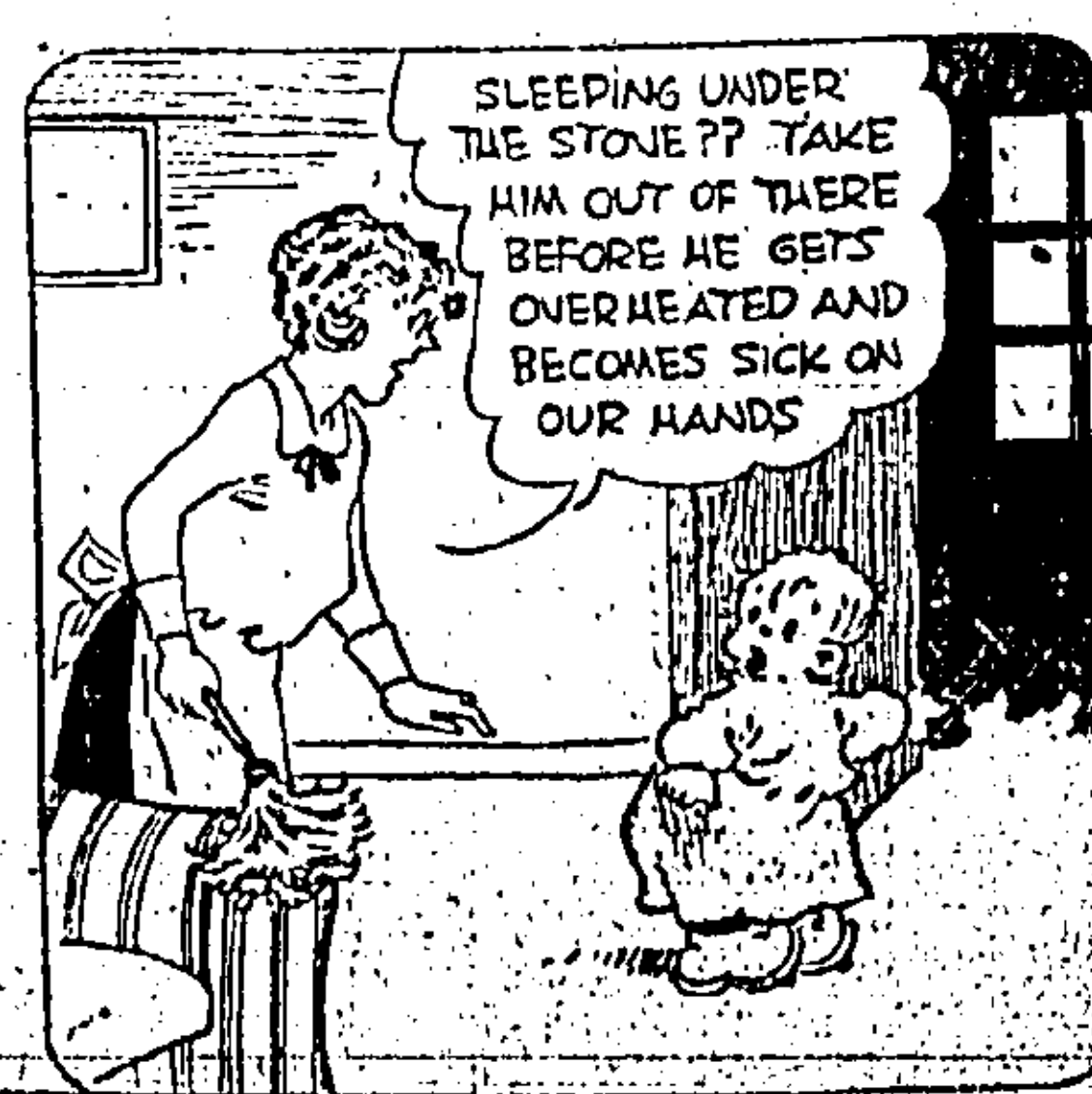
Not So Fast, Eva!

By Cap Higgins

FRECKLES AND HIS FRIENDS

Hot Dog!

BY BLOSSER



FUNNY STORIES.

Poor Fellow.

Mrs. Pector: You don't deserve a wife like me.

Mr. Pector: I don't deserve this toothache, but I've got it!

The Right of Way.

1st Pedestrian: These automobiles are endless! When does the pedestrian get the right of way?

2nd Ditto: Only when he's being carried to hospital in an ambulance, I should say.

In A Position to Know.

Visitor: I suppose you're pretty well up on who's who in this town?

Citizen: Well, I've been for- man of the grand jury for nearly three months.

She Didn't Pay It.

He: Do you mean to tell me you paid \$50 for that new hat?

She: Why, of course not dear! Do you think I'd be that foolish? I had it charged.

Sarcastic.

Mrs. Musical sat up suddenly and her trembling fingers groped for the electric switch.

"There's a burglar downstairs," she cried "I heard him bump against the piano and strike several keys."

Her husband leapt out of bed. "I'll go down at once!" he said.

"Don't do anything rash, Herbert," implored Mrs. Musical.

"Rash?" he said. "Why, I'm going to help him! You don't suppose he can get that piano out of the house without assistance do you?"

The Lost Dog.

Mrs. Gruff—"Did you advertise for poor little Fido?"

Mr. Gruff—"Yes."

"Did you give a full description of him?"

"Yes."

"And did you say our address was on his silver collar?"

"Yes."

"And did you offer a reward?"

"Yes."

"What did you offer?"

"I said if the finder would return the collar he might keep the dog."

LACTOGEN

(Nearest to Mother's Milk)

FOR

your

BABY



IN 3 LB., 1 LB. & 4 LB. TINS



THE
ORIGINAL
AND
BEST

WOMEN'S INTERESTS

REAL CREAM

ozs.	per tin.
4	40 cts.
5 1/2	50 cts.
11 1/2	80 cts.

SOLD EVERYWHERE



A NEW EFFECT.



Side aprons of very fine pleated fabric distinguish this summer frock of the new effect. The accompanying cap is of the same fabric and is trimmed with the same pleated fabric.

THIS WEEK'S RECIPE.

To Salt Almonds.

Blanch and dry the almonds and put them in a very clean baking tin with a dessertspoonful of salt oil or oil of butter, and bake golden brown in a moderate oven, turning and shaking frequently. Turn on to a sheet of kitchen paper and drizzle with fine salt. Warm cold shake off all loose salt and dish in small bonbon dishes or paper cases.

KEEP YOUR PUFF CLEAN.

A practical proposition is the little washable powder puff pouchette which has just been placed on the market. These little holders are made of that soft rubber material which is now so much used for bathing caps, sponge bags and such articles; obtainable in several sizes, just large enough to take the average pocket puff, they are fashioned in a variety of attractive colours. Some are plain little slip-in cases, others are ornamented with tiny clusters of conventional flowers, also in rubber; whilst the most charming and practical of all take the form of a little bag drawn up with elastic at the neck, where a tiny piece of flowers makes a dainty finish. From the hygienic point of view, the rubber pouchette is a great improvement on the usual type, for the puff is kept fresh and dainty, and it is but the work of a moment to wash the cover clean.

SEEN AT A DRESS SHOW.

Was betide the stout this season if all frocks are to be as definitely tubular in general line as most of those shown at a recent dress show.

Tall, dark, and thin, disapproval of the shorter evening skirts, but the tubular grey, machine-made gown, which had the low hemline, broken by a silver ribbon passed across, over the arms, and then through slots at the back, where it tied.

A cloak of gold and silver material was worn, but strangely decorated in effect. So were the many stole ends, most of which were heavily tasseled and passed through slots.

Shall flowers trimmed hats and dresses, deep pink fur bordered a knitted silk three-piece model of the same tint, beads were allied to a white stockinette tennie frock, hundreds of buttons trimmed another even up the long tight sleeves, and one evening gown found variation by lacing up the back with a heavy cord.



Leading musical comedy managers and beauty experts in New York have selected what they consider the perfect beauty choruses. Hand-picked were given a series of beauty tests, with a careful balance of blonde and brunette types being maintained.

The result was:—Imogene Wilson, of the Ziegfeld Follies (centre) and right (top to bottom) Katherine Ardell, Bertie's Music Box Revue; Beatrice Reiss, of "Vogues," and Lucille Mende, of "Little Jessie James." Left (top to bottom) Eleanor Livingston in "Lollipop," Marian Moring, a beautiful beauty of "Artists and Models," and Elsie Schaeffer of "Moonlight." At top (centre) is Jessie Matthews, America's youngest chorus girl, being but 15.

FROM A FASHION NOTE BOOK.

Unpatterned but very brightly coloured breakfast and tea-sets are the latest fashion. A lovely jade green and a wonderful vivid blue are the newest and most popular tints.

Feather trimmed hems appear on many of the evening gowns, and fluffy bracelets of feathers at the wrists to match the feather trimming on the frocks.

Some of the dresses are very short, and a number of women are wearing the new ear-rings of cut steel. These sparkle almost like paste and are long enough to touch the shoulder.

Umbrellas and sunshades, despite the attempts being made in some quarters to re-introduce the long, slender variety, are growing shorter and stumper. Some of the new season's sunshades are only 18 inches long.

A new make-up: A drab powder, no colour on the cheeks, the lips scarlet, the eyes shaded with purplish-brown powder. Eyebrows plucked to a narrow arched line and blacked.

Long strings of large pearl beads worn with evening frocks, fastened to the dress at each shoulder so that they make a deep boat-shaped line back and front. A group of coloured beads—sham emerald and onyx—break the line of pearls at each shoulder.

Stiffly laundered linen collars in ribbon shape are worn with striped crepe de Chine morning frocks.

A yashmak veil of black tulle about three inches deep attached to the under side of a wide brimmed hat, to fall about two inches from the face.

It is fashionable to wear a brightly coloured silk scarf, with the same material trimming your little cloche hat.

A wreath of flowers fitting close round the crown is a

NORMA TALMADGE.



A recent portrait of the beautiful Cinema Star.

fashionable trimming for a wide-brimmed hat. The flowers are of bright, mixed colours, and may be made of dyed shells, lacquered leather, or feathers.

Long necklaces of small beads in mixed colours to match are worn with them.

At the dress shows mannequins are wearing half a dozen or more bracelets of coloured glass on one wrist—an inexpensive and pretty fashion.

Some of the most up-to-the-minute women are wearing combs that look very much like the old-fashioned "side combs" that were a part of every woman's equipment some years ago.

A gown of buttercup coloured crepe is heavily beaded with gold beads and has a narrow girdle of gold tissue ribbon.

Pumps of black patent leather piped with green, purple or red lizard with a heel to match, are novelties in footwear.

LITTLE LESSONS LEARNED.

That even the nicest people are vain of their little faults.

That love is not blind, but sees our failings startlingly large in contrast to the minimum at which it would gladly estimate them.

That some troubles are like wounds and must be bandaged in silence.

That sympathy is more precious than advice.

That when all's said, and done the best side of life always turns up sooner than you can wait long enough.

BACK TO THE NEEDLE.

An embroidery hobby of the moment is work done on printed fabric—the flower-patterned kind used for furnishing.

The groundwork is sewn over in an irregular quilting of chain stitch in fine gold metal thread, and the flowers are boldly outlined in chenille, raffia or silk or perhaps in all three, with tiny porcelain beads to mark the flower centre.

A very gorgeous fabric, looking like a rich Persian embroidery, is the result. Paris is using it for gay loose coats, for sunshades, hats, envelope bags, and dress trimmings. The short coats cost about ten guineas and upwards, and the material can be bought for about three pounds a yard.

SHOES OF THE SEASON.

The fashionable shoe is the one-strap sandal, which may be of black kid, patent leather, or the deep brown cordovan leather. The heels are sure to be low, and without the incurve, which the French love so. But the low Louis XVI. heels appear in the little black patent leather shoes which some women affect with the tailored suit.

There is also a great variety of new design in simple sandal-like shoes, which the bootmakers are offering for wear in the street. Some of these are curved right down to the sole of the shoe between heel and vamp, thus showing the curve of the instep.

One charming pair, of cordovan leather, with Louis heels and round toes (which, by the way, are returning to fashion after two years of the long, pointed-toe shoes) was cut to the sole at each side of the instep, and had a rather heavy strap of double inlaid leather traversing the instep from side to side.

Then, of course, there are the lowheeled ties and brogues with their adornment of punched leather, which the English and American women prefer for wear with the suit.

VERY SMART.



Above is pictured a "simple" little hat adorned with trimming of kid, and a costume of white crepe de chine finished with broad black and white trimming.

COLOURED KID GLOVES.

Short, flower-bright sunshades lacey flower and ribbon trimmed hats with wider brims; red, green, and blue shoes and shoes of white with black strappings; sunburn coloured stockings; floating scarves of chiffon; wrist-length gloves in colours to match the shoes—all these are delights of this summer.

USEFUL TO KNOW.

That suede shoes are most easily cleaned if all spots are first rubbed with coarse glasspaper. The whole surface should then be cleaned with fine glasspaper or with one of the wire brushes sold for the purpose.

AN AMERICAN SOCIETY BRIDE.



Miss Vernelle Head, one of Omaha's richest and most beautiful heiresses recently married to Mr. Raymond Burr, manager of a large American oil concern's department in Omaha.

GOOD NEWS FOR THE LADIES.



The Pullman Company in America is making trains more comfortable for the ladies. Women's dressing rooms in all the new cars are considerably larger than formerly. The new length of the cars is the longest maximum that can be used on the present standard curves in railroad tracks.

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RESTRICTION HINT.

Ministers and the Press.

It is understood that the Prime Minister has conveyed a wish to his Ministerial colleagues that their newspaper activity should be considerably curtailed. The House of Commons recently the appearance of articles in the Press from prominent Ministers giving information about the Government's plans which has not been supplied to the House. Mr. Philip Snowden, the Chancellor of the Exchequer, has been contributing a weekly article on the political affairs of this country to an American Labour paper for the past nine months. One of these articles formed the subject of the protest described in a Parliamentary report. In it he estimated that when the full housing programme of the Government had been carried out the burden on the local authorities would be equal to a 10d. rate.

Mr. Snowden stated that this was merely a deduction from statements already made in Parliament.

It is not the first journalistic effort by members of the Government which has embarrassed the Prime Minister.

THE RISING GENERATION.

To celebrate his 108th birthday, Henry Moore, of Port Melbourne, made his first flight in an aeroplane. Moore was smiling broadly when the machine landed smoothly after a flight of ten minutes. He said that "now he had started he would like to fly all day."

RADIO NOTES AND NEWS.

Canadian Wireless Progress.

It is announced that there are 100,000 known Radio-broadcast receivers in Canada today but actually, there are probably many more, and the number will, no doubt, be doubled during the next year, says the *Montreal Herald*. No spot in the whole Dominion is out of range of at least one of the 38 Broadcasting Stations in this country; and one or more of the United Stations may be heard anywhere in North America.

The equipment necessary to secure the important benefits which accrue to the possessor of this modern and real "Magic Carpet" need weigh no more than 20 lbs. and need cost no more than \$100.00 in the open market. It is safe to prophesy that next summer there will be some almost incredible stories told of the benefits derived from radio, by those now wintering to the frozen North. We already know what it is doing for the crew of the "Bowdoin."

Only the ignorant are now skeptical, and only the foolish fail to recognize in radio, one of the greatest potential factors in the development of our great country. Moreover radio is a great Canadianising influence, because in order to enjoy its benefits, listeners-in must understand at least one of our mother tongues; and those who do, are given exceptional opportunities for studying the other.

Our brainier youths, with a taste for science, are seized by this new thing, as by an epidemic. In the next generation a good working knowledge of electrical engineering, will be as general

These allotments were made when the art was young, and experience negligible, and it may transpire that with the apparatus available, to-day, the more efficient waves for long-distance working are those which are now, so to speak, given to the world to play with. Particularly is this likely, in view of the fact that despite their success, all amateur and broadcasting stations are admittedly working in a way that is very wasteful of transmitting energy and of the other, but which is more or less necessary because of the need or simplicity in the receiving equipment.

The manufacture of radio-equipment has become an extensive industry in Canada. Unfortunately it is seasonal, because transmission is much more efficient in the winter, and people are less disposed to listen in the summer. For companies in the marine radio business, the seasonal character is somewhat compensated, and it is to be hoped that broadcasting business may be developed to provide winter employment for the radio operators who, in the season of navigation only, are employed on our inland waters.

The aid-to-navigation radio services of the Dominion are, as usual, well abreast of technical development; probably more so than in any other country. The west-coast stations are being fitted with the latest and most efficient type of equipment, which may enable trans-Pacific ships to keep in touch with Canada at night, throughout their voyages.



and probably more thorough, than is a knowledge of grammar in this. To our successors, North America will look no larger than does the Island of Montreal to us. It is not a very uncommon thing now for amateurs in Montreal to hold two-way conversations with others as far removed as Nova Scotia and the Pacific Coast; and the power they use is no greater than that required to light an average living room. It is true that those longer communications are usually effected by telegraph, but telephony is often used successfully at ranges of the order of 2,000 miles.

While, of course, there is a big difference between the casual and intermittent communication of these amateurs, and the regular and more or less dependable communication necessary for a commercial service; it is a matter for serious thought that whereas these amateurs seldom use a transmitting power of more than 50 watts, it would probably be considered advisable to provide 2,000,000 watts for a commercial service over their best distances; say 2,000 miles; that is, if it were desired that it should be dependable throughout the year. It may occur to the lay reader to suggest that there must be a "joker" in the situation, and I think it would be rash to deny it.

Now, the wave-lengths allotted to trans-Atlantic commercial wireless telegraphy, are those of 8,000 metres and longer; while those allotted to amateur and public broadcasting stations, are from 150 to 450 metres in length.

Canada's trans-oceanic radio-telegraph services are still limited to that provided by the Marconi Co. to the United Kingdom, and the one-way service maintained by the British Post Office in conjunction with certain newspaper interests of North America.

Just as Canada always offers golden opportunities for pioneers in her "Last West," so is Radio ever offering service in new fields of human endeavour. The future will see a broadcast station established in every mining centre, and radio receiving equipment in the remote recesses of every mine, so that hope and instruction may be conveyed to miners when they are entombed. In some mines, natural difficulties may be encountered, but they will mostly be capable of solution. No bedridden person, however poor, need now lack entertainment, or feel out of touch with the outside world; and no budding prima-donna need now feel entirely dependent on the caprice of an autocratic impresario for an opportunity to introduce herself and her art to the public. The Esperantist, or other Lingua Franca enthusiast, will yet see in Radio his greatest hope. The churches are already making use of the ether; but it is not recorded that their revenues have increased thereby although they might reasonably expect many saved car fares to be added to the normal contribution. Ultimately, it is inevitable that the ether will be taboo to doctrinaires, and uplift ethics and enthusiasts, God bless them, will be confined to ethics and economics, when they go "on air."



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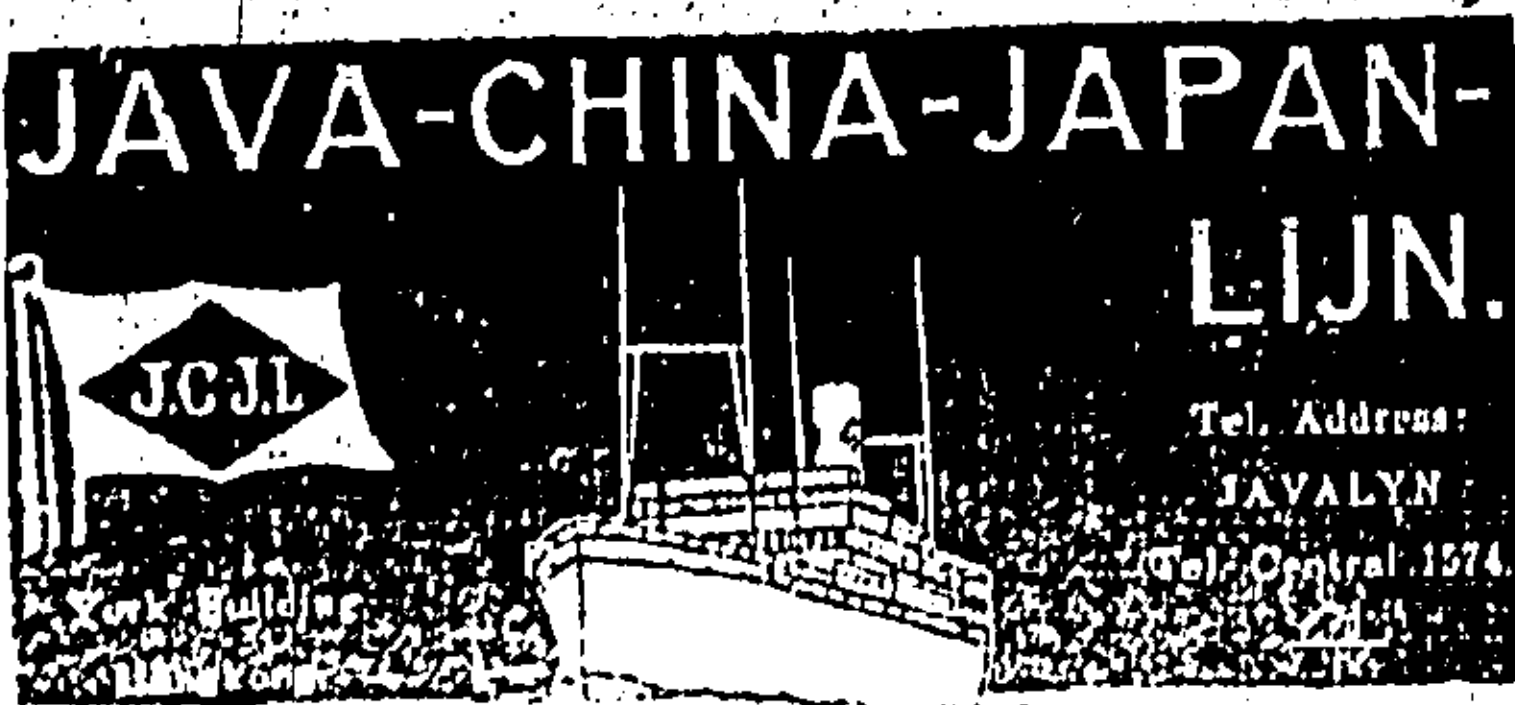
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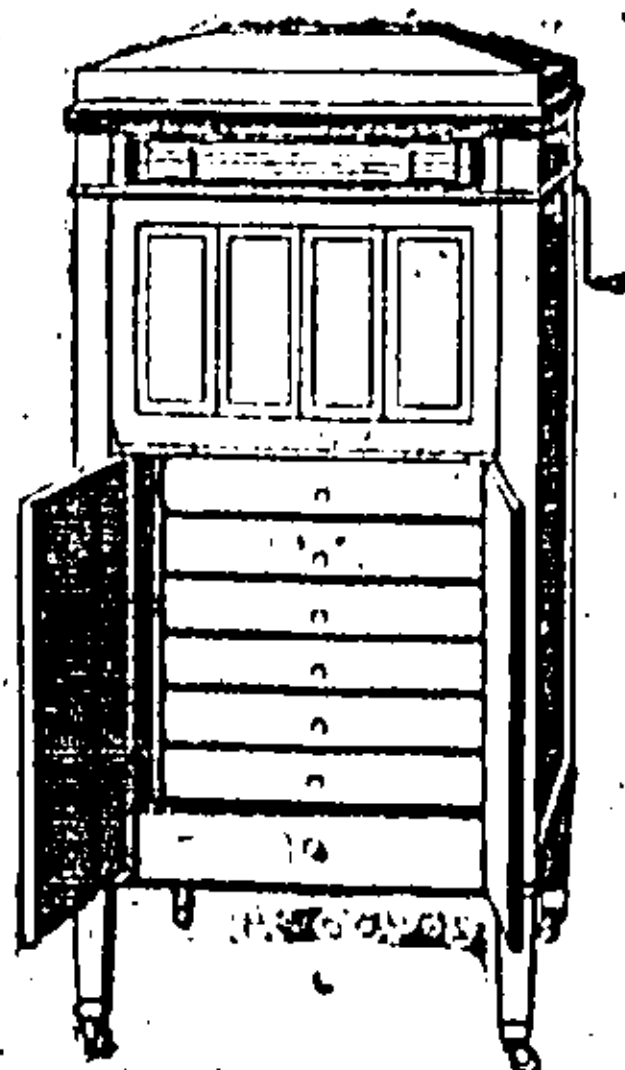
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ROCKET TO HIT THE MOON!

in 36 Hours' Flight.

Some time in the next few weeks, if Professor R. H. Goddard, a well-known American man of science, has made no mistake in his preliminary calculations, the man in the moon will receive the first message our satellite has received from the earth since it broke away from our planet a few million years ago.

The professor has constructed a gigantic rocket of a unique kind.

It will be fired from a specially designed apparatus, which, it is claimed, will give it the necessary initial velocity to overcome the backward pull of the earth's gravitation a speed of about seven miles a second.

When it has attained the region of inter-planetary space it is expected to continue its flight to the moon, the propelling power being supplied by continuous explosions of gas, automatically produced by means of an ingeniously designed internal mechanism.

Approximately 36 hours after the rocket leaves the earth, if all goes well, it is expected to reach its lunar target.

When it falls on the surface of the moon there will be an explosion of a charge of "Victor" flash powder which will produce a brilliant flash of light that ought to be visible from the earth in a moderately sized telescope, and thus signal back its safe arrival.

For some years Professor Goddard has been carrying out experiments with rockets designed to attain very great altitudes, and with these he has had no difficulty in reaching heights far in excess of those possible by means of meteorological balloons.

The results of these experiments suggested that it would be possible to fire a rocket propelled by successive discharges governed by reloading mechanism, free of terrestrial gravitation, and even to reach the moon, provided it were accurately aimed at the section of the moon's orbit, which the moon would be passing through at any definite time, calculated beforehand, after the rocket was fired.

MAY TRY MARS NEXT.

He has satisfied American scientists that the thing is possible, and the Smithsonian Institution has agreed to provide at least 5,000 dollars (over £1,100) towards the expense of the experiment.

Professor Goddard is confident that he will be able to hit the moon and see the impact.

If he succeeds he may try Mars when that planet is nearest the earth next August. But it is to be hoped that, should the Martians send a reply back by the same method, they will arrange to use the Sahara as their target.

Fortunately the moon is dead and uninhabited, and a return rocket from the moon to the earth is a danger we need not worry about.



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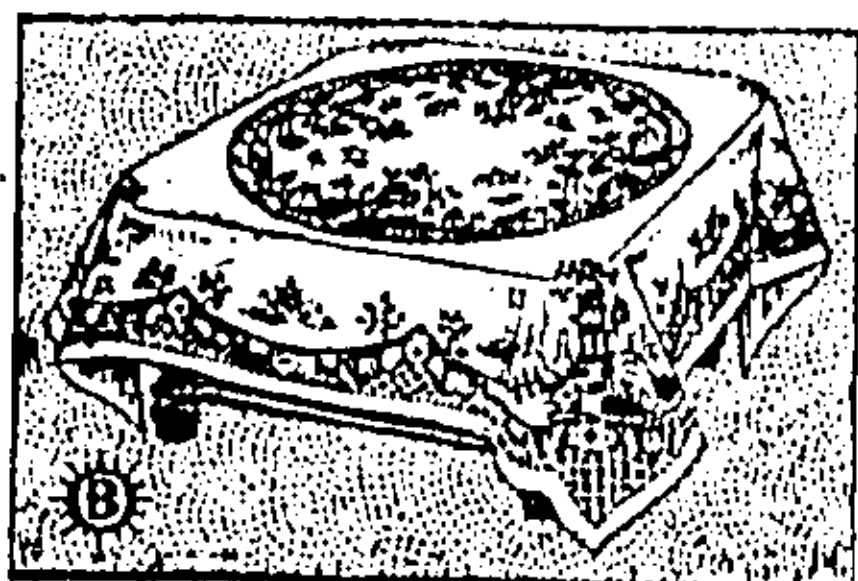
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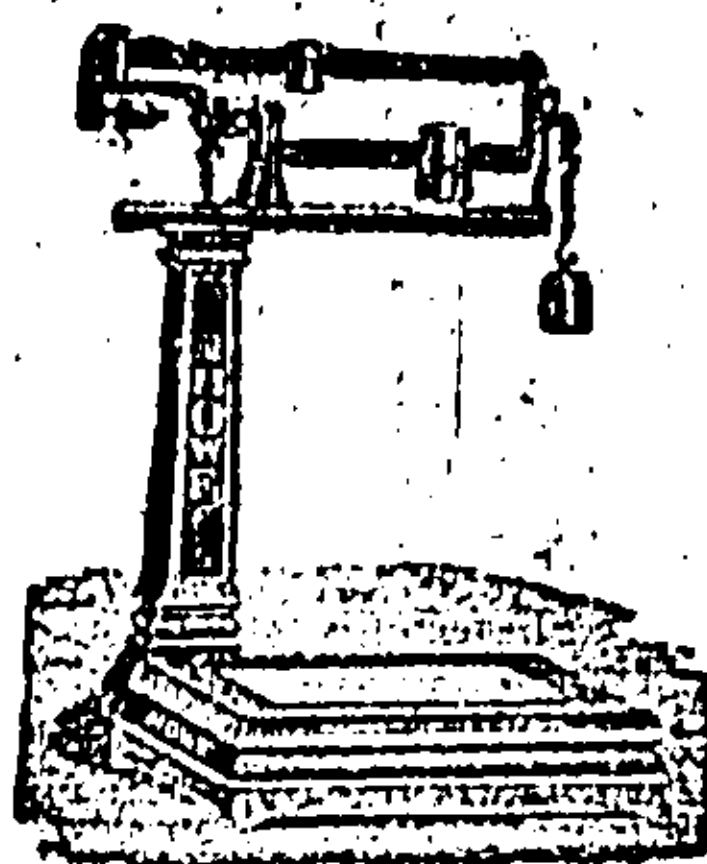
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DEATHS.

LOWE. At the Peak Hospital on May 31st, 1924 the Honorable Mr. Arthur Rylands Lowe, aged 52 years.

JOANILHO. On the 30th May 1924, at his residence, 14, St. Francis Yard, Faustino Anastasio Joanilho. Deeply regretted. Funeral will pass the Monument at 4 p.m. to-day. (Macao, Manila and Shanghai papers please copy).

The Telegraph.

HONGKONG, 31st May, 1924.

DECISIONS IN THE MAKING.

The British Labour Ministry has weathered another rough passage, but not without the ship of state receiving much buffeting and consequent strains and stresses which will weaken its stability for future voyages. The big event of the week in Home politics has been an attempt by the Opposition to unseat the Government by criticising its unemployment policy or want of policy. This failed, by grace of the Liberals led by Mr. Asquith, but such a state of affairs cannot much longer continue. Apparently the Liberals are in process of making up their minds, and are still some way from coming to a decision. Do they fear that the next election will return Labour to power with an overwhelming majority, or is it merely jealousy of the Conservatives which keeps them from possibly giving the rival party a chance of returning with a working margin of seats? In either case it shows that Liberalism admits its own chances of returning to power are far from bright. Yet we discern a gradual ascendancy of that antagonism to the Labour party which has long slumbered in the breasts of Mr. Asquith and his followers.

The unemployment debate has shown clearly that the Conservatives are ready at any time to take up the challenge of the Socialists and go to the country for a final decision. Mr. Baldwin said as much in reply to Mr. Ramsay MacDonald. The Premier on the other hand seems positive that if opinion amongst electors is changing, it is in favour of the present Government. We shall not enter here into a discussion of how far Labour has failed to carry out its election pledges in the matter of unemployment. The average observer can judge for himself

whether anything is being done by the new administration in the least way different or more beneficial all round than the programme of the Conservatives. If Labour is determined to support the present Ministry, it is because of a blind loyalty, and a hope of obtaining dominating power in the next Government. The big test has yet to come, and that will be when both opposition parties pull a little in the same direction. Possibly the time is not to be very long in coming when Mr. MacDonald will have to bow to the inevitable and resign, for a spell at least. In Mr. Asquith's indication that the Liberals "were prepared to give the Government a little more time to turn round" there is a deliberate threat.

Our Harbour Master.

Hongkong is to have yet another official from Ceylon, in the person of Lieut.-Comdr. H. H. R. N., who is to be our new Harbour Master. Rumour has been busy for some time speculating as to who would succeed Commander Beckwith in the post, the name of at least one popular naval officer now on the China Station being freely mentioned in this connection. In some quarters, too, it was thought that Lieut.-Comdr. Conway Hake, who is now acting Harbour Master, might have been given the substantive post. He has certainly been a most capable man and has discharged the duties of his office in a manner which has given all-round satisfaction, added to which he is most popular with the Mercantile Marine, with which he was formerly connected. In this latter connection his sympathetic attitude to shipmasters in dealing with the piracy problem has been much appreciated. However, the post has now gone to an "outsider," but it is gratifying to feel that Lieut.-Comdr. Hake will still remain in the Department which he has served so well. Whilst in no way wishing to question the ability of men brought in from elsewhere, we may perhaps be permitted to doubt the wisdom of appointing so many of our leading officials from other Colonies. The "man on the spot" is surely deserving of consideration when the "plums" are being handed out, especially in view of his knowledge of local conditions. Moreover, it is sound business to give qualified men an opportunity to rise to the top post, in what ever department they may be serving.

Our Monuments.

The letters which have appeared in our columns protesting against the use to which the Cenotaph is put by Chinese coolies should serve to indicate to the authorities the strength of public feeling on this matter. Whether the best method of dealing with the evil is by enclosing a constable on duty at this point is immaterial; the chief point is that, whatever the means adopted, steps should be taken without further delay to stop Chinese from using the approaches to the Cenotaph as a sleeping and lounging place. It does seem a strange thing that nobody seems to make it his business in this Colony to look after our public monuments and see that they are kept in decent order. We should have thought that the pictures we recently published of the disgraceful condition of the site of the Wanchai monument to British and American sailors who laid down their lives in fighting a notorious pirate gang would have been sufficient to stir the authorities, but as recorded elsewhere, it has been left to bluejackets to take the matter in hand. Then we have the instance of the "fountain that never founts" outside the City Hall, which is at present nothing but an ugly eyecore and is principally used by coolies as a resting-place. And now even our new Cenotaph is coming in for similar misuse. May we, in all seriousness, ask the Government to spare a moment in order to give consideration to the state of our public memorials?

Some clever acting, a lifelike story with each scene dovetailing into the next, and exquisite scenes are shown in "Youth to Youth," which will be put on at the Queen's Theatre till Monday night. Charming Billie Dove and Clifton Landis share the honours as hero and heroine, respectively.

DAY BY DAY.

KINDNESS IS VIRTUE ITSELF.

—Lamartine.

One British case of diphtheria was reported yesterday.

The name of Mr. Wan Soung-tun has been added to the list of authorized architects.

We learn that Bishop Norris is to preach at St. John's Cathedral at to-morrow morning's service.

Canton pawnbrokers are now said to be considering a strike against the imposition of new taxes.

A Congregation for the conferring of degrees is to be held at the Hongkong University, on June 16th.

It is notified that the name of The Nam Mei Land and Investment Company, Limited, has been struck off the Register.

It is notified that the Government proposes to erect a public latrine on a site situated at the junction of Jordan Road and a new alignment of Canton Road.

A coolie woman was knocked down by a taxicab in Queen's Road East, near the Wanchai Monument, this morning, but although the car was travelling at a fast speed she was not severely injured.

It is notified that, at the expiration of three months, The China Industries Development Banking Corporation, Limited will, unless cause is shown to the contrary, be struck off the register and the Company will be dissolved.

It is notified that the two naval rescue tugs, referred to in connection with protection of property in the Harbour during typhoons can only be made available for public service when all naval movements are completed.

The *Canton Gazette* is officially informed that Hin Wong, the journalist who was recently arrested on the ground of allegations that he spread false rumours of Dr. Sun's death, has been sentenced to ten years' banishment and was deported on Wednesday last.

The "Lapereuse" of the Surveying Mission reports the presence of a dangerous shoal with less than 10 metres (32½ feet) of water in Lat. 10° 44' 50" North, Long. 108° 38' 00" East. The rocky shoal constitutes a danger for navigation on the coast of Southern Annam.

His Excellency the Governor has, under instructions from the Secretary of State for the Colonies, been pleased to recognize Senhor don Pedro Vicente Botelho, provisionally and pending the issue of His Majesty's Exequatur, as Honorary Consul in Hongkong for the Republic of Honduras.

On June 16th, there will be sold by public auction New Kowloon Lots Nos. 520 and 521, situated at Cheung Sha Wan, the respective areas being 27,000 and 24,700 square feet, the total upset price being \$31,000. On the same date, New Kowloon Inland Lot No. 970, situated at Shanshuping and containing 9,984 square feet, will be sold, the upset price being \$10,200.

The Ping-sang, a tailor of Ah Mon Hing Caong, came before Mr. K. E. Lindell, at the Police Court this morning, on a charge of using in possession of a revolver, two magazines and 58 rounds of ammunition without a permit from the Captain Superintendent of Police. The defendant, who is on a bail of \$2,000, was formally remanded, to appear before the J. W. Poastie prosecuted.

A foreign passenger on the Kumano Maru from Shanghai refused to come to the station to present his passport for inspection when the vessel arrived at Moji, says the *Hochi*. He pleaded illness but the police went to his cabin and found him quite well though very indignant at being awakened at a very early hour. He is said to have remarked that it was ridiculous to treat Europeans like Asians. The *Osaka Jiji* gives a rather more lurid version of the affair. Both papers say the passenger was forbidden to land. The name given is that of a member of the Hongkong staff of a well-known shipping firm, says the *Japan Chronicle*.

Bulls and Inners

□ □ From the Office Butts. □ □

There is no truth in the story that in order to make many of our new Government officials feel at home, the Botanical and Forestry Department will shortly introduce cinnamon gardens somewhere on the upper slopes.

If the price of building materials would only come down, a few more buildings might go up.

It is untrue that a small charge is to be made for persons who desire a daily "look-see" at the Peak Tramway thermometer.

A cable in the *Daily Press* regarding the Grindell Matthews death-race dispute concludes by stating: "Marx has agreed form cabinet." To hold the obituary notices, we presume.

Since the introduction of the motor bus, Hongkong should do well in the long jump.

Appropriately enough, one of our local picture houses showed "A Face in the Dark" this week.

We really do think that May Rodents should be protected, especially during the close season, when hill climbing is so fatiguing.

C. C. Wu is mentioned as the next Canton Governor. Some people don't seem to care what happens to them.

The scaffold builder who was held up this week made a lot of fuss considering.

Amongst the matters dealt with by the P. R. A. last year were "applications for Punch and Coolie Tickets." Suppose the former was needed for the lower station bar.

Matches are getting dearer in Japan, but that doesn't lessen the number of strikes.

The snake which escaped from a man in the cells at the Central Police Station was possibly related to some which other occupants had seen.

We can conceive of even better things than being transported to a Canton for nothing.

Our two salt-water Guilds seem to think that Government use ivory in the making of statutes.

Some of those people who rush to Castle Peak will have plenty of time one of these days to attend the funeral.

We notice, according to the *Morning Post*, that the living Buddha is dead.

Horse-sense behind the steering wheel is more important than horse-power in the engine.

Motor Cyclists' Hint:—Always remember that the fellow you may meet coming round that corner may be as crazy as you are.

The other day McWhirter remarked that if he had to ride a motor cycle in order to reach Heaven, he'd chance the other place. Perhaps it wouldn't be such a long chance for a' that.

From the look of some of these bathers you can never be sure whether 45 is their age or their waist measurement.

This Cornelius correspondence reminds us that in the old days heretics were placed on the rack, whereas now they get in on the leader page.

What is the difference between a pedestrian and a Government official? They have both to be good at dodging.

Extract from a letter from the general managers of the Peak Tramways Co. to the Hon. Secretary of the P.R.A.:—"On each side of the gate (the gilded barrier) there will be an arm . . . which will protect those in front from being elbowed out of their place by late comers." From this observation, we presume that the sacrificial courtesy shown by Peak residents, when boarding trams, rendered the above arrangement totally unnecessary.

We wish our architects were as willing to make a divergence from their fees.

There is no truth in the statement that Mr. David Wood will take with him copies of our local ordinances in order to provide light reading on the voyage.

It is remarkable how few of the folk knocked down on Sundays are on the way to church.

A Kowloon father got up the other night to heat some milk for baby. He nearly set the house on fire. Despite the provocation, we are still inclined to think the whole thing accidental.

Judging by the prices they pay for silk stockings, many of our lady folk must be up to knees in debt.

Rome may boast of its culture, but Hongkong's chief source of pride is its traffic problem.

Fashion Note:—"Frocks are now carrying touches of ermine." Our office cat has been missing for a week.

Many a Hongkong man seems very important until you meet his friends.

We trust that when the General Managers of the Peak Tramways distributed that \$500 cashew to its staff, they did not overlook the individual responsible for the gilded grill.

If they did it is suggested that an appropriate gift would be a photograph of the barrier, showing a few Peak residents rampant in the background.

To some Hongkong folk, home is a place where clothes are changed to go somewhere else.

And what will the "Robin" do now, poor thing?

When an Aberdonian gets presented with a smoking outfit, the difficulty arises as to where the tobacco is to come from.

The *China Mail* heads a speech by Trotsky thus: "Lenin's Humility: Compares Himself to a Private." Hello! Hello!

We're wondering how much May Road will subscribe to the annual donation for the staff of the Peak Tramway Company.

Who was the man who attended the lecture on "Hatha Yoga" under the impression that he was going to hear about a beautiful French spy?

Manila is short of water. Never mind, they've a brewery there!

The next time we ask for our salary, to be raised from \$34 to \$54 we're going to point out that "it's not exactly an increase."

If Cornelius had been a race pony he couldn't have received more attention.

The P. W. D. has no working bullocks. The China Coast Guilds must have been thinking of the Colonial Secretariat.

We saw a motor-car in town the other day bearing the monogram "T. T." All the same, we suppose it absorbs a little spirit now and then.

The Government's decision regarding verandahs is that you can have one if you cannot show good reason why you shouldn't.

It all depends. A crack on the head a mile away is a more incident but a police whistle blown under your window is a riot.

One of Reuter's staff speaks of the "complacent detachment" of the Hongkong Chinese shopkeepers at Wombloy. He obviously wasn't there to buy anything.

The way our best people continue to go on vacation makes us wonder how we're going to see the year through.

In one of our local courts this week, defendant was described as being "very sharp." We'll say so. He was found with four daggers in his possession.

AN INTERESTING LOCAL WEDDING.



Group taken at the wedding, at the Poik Church on Wednesday last, of Mr. S. H. Hower and Miss Ethoredge. (Photo: Ming Yuen).

BE CONTENT. HOW?

By the Rev. G. R. Lindsay, M. A.

Few will question that the life and experience of St. Paul were varied and strenuous above the average. The persecution to which he was subjected, the bodily infirmity which troubled him continually and the mental strain involved in "the care of all the Churches" were enough to make the noblest character discontented, if not morose. Nevertheless, he writes and from a Roman prison: "I have learned to be content under all circumstances." He at once proceeds to give the secret: "Christ enables me." This, then, is the secret of how we may be content.

First, Christ brings peace to the conscience. It was Paul who once had cried "O wretched man that I am," but now "All was peace and light. His soul within." For the Lord had had mercy and now, being justified by faith in Jesus Christ, he has peace with God. And not only peace with God, but the peace of God is in his heart and mind. He is changed. Circumstances assume a different aspect. He sees things from a different angle. What seemed misfortune and loss are now seen to be eternal gain. He knows how to turn the clouds about. Even temptation may be a joy, and death has lost its sting.

Secondly—Christ produces contentment by giving us a new conception of life. Our love is generated from a new centre to a new object—others. Plato said that "in seeking the good of others we find our own." Christ said "This more blessed to give than to receive."

St. Paul was too busy to be discontented. The busy and indolent are always the most dissatisfied, but the apostle in "spending and being spent" had not the time to worry and fret. The key to contentment is service, not selfishness.

But there come to many, experiences with nothing to brighten them, which puzzle and bewilder even a saint. "Why hast thou forsaken Me?" What is to content him now? The moral advice to "pack up your troubles and smile" may be good on occasions of petty discomfort incidental to common life, but such a human antidote fails to meet the deep needs of a man's spirit, when he is living in a shadow and peers out only into darkness.

It may be a bodily affliction which renders him apparently useless in the world. It may be a sorrow caused through the sin Jesus Christ, he has peace with God. And not only peace with God, but the peace of God is in his heart and mind. He is changed. Circumstances assume a different aspect. He sees things from a different angle. What seemed misfortune and loss are now seen to be eternal gain. He knows how to turn the clouds about. Even temptation may be a joy, and death has lost its sting.

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GIVE YOUR SKIN A CHANCE.

Some people take their baths by the calendar and not by necessity.

Mr. Mann had been of an inquiring turn of mind, would have learned that, for centuries, the bath was a luxurious pastime among the Egyptians, Romans and Greeks.

In fact great works of art were created about the baths, and such a state of luxuriance did it achieve that Seneca, the Roman philosopher, once wrote, "To such a pitch of luxury have we come that we are dissatisfied unless we tread on gems in our baths."

Mr. Mann might go more frequently to the tub and with greater keenness, did he know he was indulging in a sport of kings.

But, on the more scientific side: Skin becomes enveloped in a varying layer of perspiration, dust, dirt and grime; becomes clogged and cries for air and an opening of the pores; is swathed in tight clothes and compressed. By bathing we may awaken the skin to activity.

Baths have varying effects upon individuals, depending chiefly on duration of time in the tub and heat of water. They may be either tonic or suffocating.

A bath of about 102 to 105 degrees can be continued for two or three minutes, filling surface blood vessels, stimulating functions of the brain, heart and nervous system. A short bath may be taken daily, particularly at night before retiring.

Bathe often and give your skin a chance.



TERRIBLE EXPLOSION AT BUCHAREST.

Vienna, May 30.

A thousand wagon loads of munitions, containing twelve thousand shells which were recently received from the S. S. S. R. and also a quantity of old munitions, were involved in the explosion at Bucharest. It is estimated that two billion lei worth of damage has been caused by the explosions, which continue. A fearful panic prevailed for two hours among the population of the threatened area, who fled to the centre of the city. Many houses have fallen and an immense number of windows have been shattered. King Ferdinand narrowly escaped, as a shell exploded on the spot he had just vacated. —Reuter.

COLONIAL PARLIAMENT IN DANCE HALL.

Salisbury, South Africa, May 30.

The First Southern Rhodesian Legislature was opened to-day under unique conditions, the huge attendance including many settlers from remote districts. In the absence of a Parliament building the assembly is being held in the dancing hall of a local hotel, probably the first time in history, even in Colonial legislatures that such an assembly has deliberated in licensed premises.

Nevertheless the dignity of the occasion is well being maintained, though the waiting crowd have been entertained to orchestral music. The opening was attended by the usual pomp and ceremony. —Reuter.

FRENCH ECONOMIES.

Paris, May 30.

The Cabinet has decided to issue degrees, giving effect to economies in various public services, totalling 440 million francs. —Reuter.

Amongst those who were invited to be presented at the Royal Dais at the opening ceremony of the Empire Exhibition were the Chinese Charge d'Affaires and Mrs. Chu, the Japanese Ambassador, Siamese Minister, Mr. A. Caldecott (Malaya), Mr. H. F. Deshon (Sarawak), Sir Newton Stubb (Hongkong), and Lady Stubb, Mr. and Mrs. C. H. P. Hay, Mr. Liang Shih-yi, the Rajah and Ranees of Sarawak, Sir Arthur and Lady Evelyn Young, Sir Frank and Lady Swettenham, Sir Walter and Lady Egerton, Sir Hugh and Lady Clifford, Sir Frederick and Lady Lugard, Sir F. and Lady Seton James, Sir Ernest and Lady Birch, Dr. and Mrs. Hoso, Mr. and Mrs. Hallifax, Mr. and Mrs. Bird, Sir Robert and Lady Ho Tung and Miss Ho Tung, Miss 'Sin, and Mr. Chow-Shou-son.

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"After a thorough trial of KLIM I am of the personal opinion that it is the most sanitary, convenient and economical milk powder obtainable, furnishing in the best possible form, a perfect substitute for the fresh product."

(Signed) EDWARD M. BOCHER,
Major, Medical Corps, U.S.A.A.M.C.
Superintendent, Hospital Santo Tomas, Republic of Panama.

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REMARKABLE AUCTION IN PARIS.

An Entire Nation Offered For Sale.

Paris, April 17.—An entire nation with 65,000 people, a river full of excellent fish, a history that goes back to the days of Wallenstein, castles, forests and royal chateaux was offered at the auction block here to-day.

It is the little principality of Sagan, situated between Silesia and Brandenburg, and covering

about 500 square miles of territory rich in historic German legends.

The offer is made by the Duke of Talleyrand de Perigord, husband of Anna Gould, "serene highness" of the independent principality. The only qualifications are that the Duke retains the title of "serene highness of Sagan," and that the price be fixed by the Duke's Minister of Finance.

Both the French and German Governments must consent to the sale; but the Duke declares this is a "mere formality," as the Talleyrand family is the sole owner of the domain.

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Ardath	—	\$1.40
Vafiadis Egyptian Cigarettes reduced to non-plus-ultra	—	\$1.60
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CAMERA NEWS.



Terence Lockhart, aged 22 months.



Joyce Glendenning, aged 3 years and 5 months.
(Photo: Ming Yuen.)



Murray Ian Nish, aged 16 1/2 months. (Photo: Ming Yuen.)



Here is shown Mr. B. D. F. Beith's pony, The King, which has a curiously high wither, which prevents an otherwise small pony from passing the standard under 13.3. Under the old rules, with fractions of an inch in favour of the pony, The King held a 13.3 certificate. Under the new rules, fractions over 13.3 count against the pony. In consequence, this smart sprinter is debarred from racing except in Trotting.



David Martin Roe, aged 15 months. (Photo: Ming Yuen.)



Moo Lick Philip Lee, aged 8 months and nine days. (Photo: Ming Yuen.)



Hongkong Basketball Champions, including players from Railroad Recreation Club (Open League) University (Senior School) and Ellis Kadporis (Junior School). Photo by Moo Cheung.

SHIPPING NEWS

The following local shipping and mail intelligence has been received to noon to-day:

Vessel	Agents	From	Mooring
Devanagere	Kung Yuen	Batavia	C 14
Hydrangea	Chia On	Col. Wh.	B 55
Banet M.	M B K	Calcutta via S'pore	Kow. Wh.
Pookang	J M & Co.	Bombay via S'pore	B 12
Dardanis	B & S	Bombay via S'pore	A 6
Banet M.	N Y K	Bombay via S'pore	

Vessel	Agents	Where Bound	Departure
Lushan M.	N Y K	Shanghai via Swatow	1st May
Khiva	P & O	London via S'pore	
Lien Shing	M B K	Shanghai	
Banet M.	M B K	Halifax	
Yuenang	J M & Co.	Manila	
Banet M.	N Y K	Kobe via Shanghai	
Banet M.	O B K	Kobe via Swatow	1st June
Hok On	Hong On	Port Said	

Vessel	Agents	Destination	Sailing Date
Bado M.	N Y K	Japan	1st June
Mingyang	J M & Co.	Kobe	2nd
Taiwan	P & O	Hamburg	2nd
Yuenang	J M & Co.	Manila	2nd
Calcutta	B & S	Glasgow	3rd
Alipore	P O J	Shanghai	3rd
Taiwan	P O J	Shanghai	3rd

Vessel	Agents	From	Due Hongkong
Cylopa	B & S	Singapore	1st June
Fubini M.	N Y K	Singapore	1st
Ceylon M.	N Y K	Singapore	1st
Belyo M.	T K K	Yokohama	2nd

Vessel	Agents	Goods	Free	Claims	Examination
Bolton Castle	D & Co.	Kowloon	June 1	June 20	May 30
Freem. McKinley	A O L	Kowloon	June 2	June 25	May 31
Freem. Hamon	D S L	Kowloon	June 2	June 25	May 31
Ottaville	M M	Kowloon	June 3	June 26	May 31
Silvio Pollon	D & Co.	Kowloon	June 4	June 27	June 1
Thalita	T & Co.	Kowloon	June 4	June 27	June 1
Benavonch	U L Co.	Kowloon	June 4	June 27	June 1

Empress of Australia arrived at Kobe on the 28th May left Kobe on the 31st May and is due at Shanghai on the 1st June.
K. Templar arrived at New York on 26th inst.
Nellora arrived from Hongkong on 28th May 3 a.m.

SHARE QUOTATIONS.

STOCK EXCHANGE	SHAREBROKERS' ASSOCIATION
H.K. & S. Bank	112 1/2
Chartered Bank	133
Mercantile Bank	131
Mercantile Bank	129 1/2
P. & O. Bank	131 1/2
Bank of India	97 1/2
Marine Insurance	080
China Underwriters	140
North China	221
Union	29
Yangtze	135
China Fire	130
H.K. Fire	58
Douglas	35
H.K. Steamship	33 1/2
H.K. Tea	35
Indos (Prof.)	115
Indos Def. Los/Reg.	115
Indos Def. H.K. Reg.	90 1/2
Shells	97 1/2
Water-works	235
China Sugar	47
Malacca	70
Banquet Condit	22 1/2
Kailash	24
Langkate Combined	480
Kowloon	42 1/2
Ural Caspian	14 1/2
d.K. Wharves	170
K. Docks	145
Hongkong Wharves	190
New Engineering	6.30
Shanghai Docks	91 1/2
H.K. Hotels (cum rts)	11
H.K. (New Prem.)	13
H.K. Land	109 1/2
H.K. Realty	110
H.K. Territories	110
Humphreys Estate	21 1/2
Princes Bldg.	150
Cotton Mills	11.25
Two Cottages	11.25
Oriental	55
Shanghai Cottons	60
Shanghai Cottons	30
Canton Iron	81
Cement (cum rts)	21 1/2
Do. (New Prem.)	5.50
China Light	14 1/2
China Products	14
China New	4 1/2
Constructions	7 1/2
Dairy Farm	35 1/2
Do. A Wing (p.p.)	10
Electric H.K.	34 1/2
Electric Mass	35
Hongkong Tapes	22 1/2
H.K. Ropes (New Prem.)	37
Hongkong Tramways	17
Lane Crawford	22 1/2
Mackintosh	17
Peak Tram	34 1/2
Peak Tram	34 1/2
Slacores	15 1/2
Taxis	15 1/2
Wan Poo	17
Nanyang Tob.	31 1/2

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ORIENTAL COMMERCIAL BANK, LTD.

HEAD OFFICE:
21 Des Voeux Road Central, Hongkong.

BRANCHES—HONGKONG—SHANGHAI.
Correspondents:—London: Westminster Bank Ltd.; New York: National City Bank; San Francisco: Union Trust Co.; Canton: Canton Bank.

Authorized Capital £5,000,000
Paid-up Capital £1,500,000
Modern banking in all its branches.
Current accounts savings accounts and fixed deposits interest granted on approved securities.

INTEREST: Current deposits 3% per annum; Fixed deposits, 3 months 4% per annum; 6 months 4 1/2% per annum; 12 months 5% per annum.
Safe Deposit Boxes for Rent.
Our Vaults safeguarded by time clocks and double combination, armour plate steel doors.
J. Y. LUM,
Manager.

THE BANK OF CANTON LTD.

Head Office Hongkong.

Authorized Capital £1,000,000
Paid-up Capital £1,000,000
Reserve Fund £1,000,000

Foreign Exchange & General Banking business transacted.
Interest allowed on deposits.

CURRENT ACCOUNTS
2% per annum on daily credit balances of over \$100.00.

SAVINGS
4% per annum
DEPOSITS
for 12 months 5% per annum
" 6 " 4 1/2% " "
" 3 " 4% " "
On Demand 2% per annum

BRANCHES: Canton, Shanghai, Hankow, Bangkok and New York.
LONDON BANKERS: The Lloyds Bank Ltd.

LOOK POONG SHAN,
Chief Manager

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

HEAD OFFICE: York Building, Chater Road, Hongkong.

BRANCHES: Shanghai and Hankow.
Correspondents in all commercial centres of China and abroad.
PROMPT SERVICE.
Attractive rates for all kinds of Deposits.
H. H. MAI,
Manager.

BANKS.

HONGKONG AND SHANGHAI BANKING CORPORATION.

HEAD OFFICE HONGKONG.

Authorized Capital \$50,000,000
Issued & fully paid up \$20,000,000
Reserve Funds—
Sterling £4,500,000
Silver \$25,500,000

COURT OF DIRECTORS:
W. L. Patterson, Esq.—Chairman
H. P. White, Esq.—Deputy Chairman
J. D. F. Keith, Esq.
A. H. Compton, Esq.
Hon. Mr. F. H. Hopwood, Esq.
A. C. Lang, Esq.
G. M. Young, Esq.

Chief Manager:
A. G. STEPHENSON, Esq.
Manager:
H. H. BARLOW, Esq.

LONDON BANKERS:
WHITBREAD BANK, LIMITED.

Current Accounts opened in Local Currency and Short Deposits received for one year or shorter periods in Local Currency and interest on term deposits will be quoted on application.
Hongkong, 7th May, 1924.

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rate may be obtained on application.
INTEREST on deposits allowed on the minimum monthly balance at 3% per cent per annum.
For the Hongkong and Shanghai Banking Corporation.

A. H. BARLOW,
Acting Chief Manager,
Hongkong, 7th May, 1924.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

Incorporated by Royal Charter 1854.

Paid-up Capital £3,000,000
Reserve Fund £3,000,000
Reserve Liability of £3,000,000

Foreign Exchange and General Banking business transacted.
Current Accounts opened and Fixed Deposits received for 1 year or shorter periods at rates which will be quoted on application.
A. H. FERGUSON,
Manager,
Hongkong, 15th Feb., 1924.

THE CHINESE MERCHANTS BANK, LTD.

HEAD OFFICE:
Alexandra Building, Chater Road.

General Banking and Exchange business transacted on approved securities.
Current Accounts opened and Fixed Deposits received at rates which may be obtained on application.
The Bank also conducts a savings business.

K. C. LAU, Chief Manager.
Hongkong, 15th Feb., 1924.

BANQUE DE L'INDO-CHINE (FRENCH BANK).

Head Office: Boulevard Haussmann, Paris.

Capital 20,000,000
Reserve Fund 8,000,000
Paid-up 4,000,000
Reserve Liability of 4,000,000
Shareholders 600,000
Reserve Funds 600,000

BRANCHES AND AGENCIES:
Bangkok, Hongkong, Saigon, Batavia, Canton, Hankow, Shanghai, Tientsin, Yokohama, Peking, Fookien, Hanoi, Haiphong, Pondicherry, Yunnan.

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.
IN ENGLAND: The National Provincial and Union Bank of England; Ltd. Comptoir National d'Escompte de Paris; Credit Lyonnais.
IN NEW YORK: J. P. Morgan and Co.

Interest is allowed on Current Accounts and Fixed Deposits on application.
Every description of Banking business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.

TSU YER PEI,
Manager.

司公限有行銀豐和 THE HO HONG BANK, LTD.

(Incorporated in the Straits Settlements).

Authorized Capital \$20,000,000
Paid-up 8,000,000
Reserve Funds 4,000,000
Shareholders 600,000
Reserve Funds 600,000

BRANCHES AND AGENCIES:
Bangkok, Hongkong, Saigon, Batavia, Canton, Hankow, Shanghai, Tientsin, Yokohama, Peking, Fookien, Hanoi, Haiphong, Pondicherry, Yunnan.

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.
IN ENGLAND: The National Provincial and Union Bank of England; Ltd. Comptoir National d'Escompte de Paris; Credit Lyonnais.
IN NEW YORK: J. P. Morgan and Co.

Interest is allowed on Current Accounts and Fixed Deposits on application.
Every description of Banking business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.

A. LEGOT,
Manager.

司公理管業實法中 SOCIETE FRANCAISE DE GERANCE DE LA BANQUE INDUSTRIELLE DECHINE.

(Incorporated in France)
5 C Aster Road, Victoria, Hongkong.
HEAD OFFICE:
74 Rue St. Lazare, Paris.
Subscribed Capital Frs. 10,000,000
Paid-up Frs. 2,500,000
Working fund provided by THE BANQUE INDUSTRIELLE DECHINE.
BANKERS:
FRANCE: Societe Generale Banque Nationale de Credit; Banque de Paris et des Pays-Bas.
LONDON: Midland Bank Ltd.
NEW YORK: Irving Bank Columbia Trust Co.
Every description of Banking and Exchange Business transacted. Correspondents throughout the world.
P. DUFNERIN,
Manager.

BANKS.

INTERNATIONAL BANKING CORPORATION

(Owned by the National City Bank of New York)

HEAD OFFICE:
60, Wall Street, New York.
LONDON OFFICE:
25, Abchurch Lane, E. C. 4.

BRANCHES:
BOMBAY, CALCUTTA, CANTON, HANKOW, HONGKONG, KOBÉ, MANILA, Peking, Rangoon, SHANGHAI, SINGAPORE, SOERABAYA, SWATOW, Tientsin, YOKOHAMA.

Commercial and Travelers' Letters of Credit issued. Bills of Exchange and Cable Transfers bought and sold. Current accounts and Savings Bank accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

We are also able to offer our Customers the services of the Branches of the National City Bank of New York in the principal countries of South America and in the West Indies.

N. WORTH,
Manager,
8, Queen's Road Central, Hongkong.

THE YOKOHAMA SPECIE BANK LTD

ESTABLISHED 1836
Capital (fully paid up) ¥100,000,000
Reserve Fund ¥73,000,000

HEAD OFFICE, YOKOHAMA.
Branches and Agencies at:
Batavia, Bencoolen, Hongkong, Kobe, London, Lyons, Manilla, Peking, Rangoon, Shanghai, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

Interest allowed on Current Accounts and Fixed Deposits on application.
Every description of Banking business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.

T. NISHITAMA,
Manager,
Hongkong 10th February 1924.

THE BANK OF CHINA.

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital \$60,000,000.00
Paid-up Capital 18,278,600.00
Reserve Funds 9,929,425.24

HEAD OFFICE: PEKING.
Hongkong Branch, 4, Queen's Rd. C.

Branches and Sub-branches all over China and correspondents in Europe, America and other parts of the world.
The Bank is the National Provincial and Union Bank of England, Ltd. Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.
The Bank is the National Provincial and Union Bank of England, Ltd. Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.

Interest allowed on Current Accounts and Fixed Deposits on application.
Every description of Banking business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.

TSU YER PEI,
Manager.

司公限有行銀豐和 THE HO HONG BANK, LTD.

(Incorporated in the Straits Settlements).

Authorized Capital \$20,000,000
Paid-up 8,000,000
Reserve Funds 4,000,000
Shareholders 600,000
Reserve Funds 600,000

BRANCHES AND AGENCIES:
Bangkok, Hongkong, Saigon, Batavia, Canton, Hankow, Shanghai, Tientsin, Yokohama, Peking, Fookien, Hanoi, Haiphong, Pondicherry, Yunnan.

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.
IN ENGLAND: The National Provincial and Union Bank of England; Ltd. Comptoir National d'Escompte de Paris; Credit Lyonnais.
IN NEW YORK: J. P. Morgan and Co.

Interest is allowed on Current Accounts and Fixed Deposits on application.
Every description of Banking business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.

TSU YER PEI,
Manager.

THE AMERICAN EXPRESS CO INCORPORATED.

INTERNATIONAL BANKING-SHIPING-TRAVEL.

Eighty offices are established in the principal cities of the world to provide commercial organizations and private individuals with a complete world wide, banking shipping and travel service.

COMMERCIAL LETTERS OF CREDIT, DEPOSIT AND CURRENT ACCOUNTS.

FOREIGN EXCHANGE, TRAVELERS' CHEQUES, LETTERS OF CREDIT, STEAMSHIP PASSAGES, CABLE AND POSTAL REMITTANCES.

PURCHASE OF BILLS OF EXCHANGE.

Every Approved Banking Transaction.
P. J. VAN HEEKE,
Manager,
Hongkong, June 12th 1923.

BANKS.

NEDERLANDSCH INDISCHE HANDELSBANK

(Netherlands India Commercial Bank)
Established 1853
Paid-up Capital and Reserve Fund Gldrs. 75,000,000.—£6,250,000.—

HEAD OFFICE: AMSTERDAM.
EASTERN HEAD OFFICE: BATAVIA.
BRANCHES:

Amoy, Amponan, Bandoeng, Bombay, Calcutta, Cherbon, Gorontalo, Hongkong, Kobe, Makassar, Medan, Menado, Palembang, Peking, Probolinggo, Samarang, Shanghai, Singapore, Soerabaya, Swatow, Tegal, The Hague, Tjilatjap, Wolterredon.

CORRESPONDENTS:
LONDON—Midland Bank, Ltd. NEW YORK—Farmers' Loan & Trust Co. and in all the principal towns of the world.

EVERY DESCRIPTION OF BANKING AND EXCHANGE BUSINESS TRANSACTED. CURRENT ACCOUNTS, DEPOSITS, etc.

J. M. E. NIKKELS,
Manager.

BANKS.

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office: 15, Gracechurch Street, London E. C. 4.

Authorized Capital £3,000,000
Subscribed Capital £1,800,000
Paid-up Capital £1,000,000
Reserve Fund £1,200,

PACIFIC SHIPPING.

CANADIAN PACIFIC
HOME VIA CANADA

HONGKONG TO ENGLAND

From	Due	From	Due
Hongkong	June 1	Canada	July 16
Victoria	June 1	England	July 16
Yokohama	June 1	France	Aug. 1
Shanghai	June 1	France	Aug. 1

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbougue and Hamburg. Allotment of Cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary. Three Trans-continental Trains Daily. Standard Sleeping Cars, Compartments and Drawing Rooms. Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

HONGKONG-MANILA SERVICE.

From	Due	From	Due
Hongkong	June 25	Manila	June 30
Manila	July 25	Hongkong	July 30
Hongkong	Aug. 25	Manila	Aug. 30

Passenger Department: Tel. 752. Cable: CANPAC.
Freight and Express: Tel. 42. Cable: NAUTLOS.



ADMIRAL ORIENTAL LINE.

FREIGHT AND PASSENGERS
THE NEW FAST AMERICAN
STEAMERS TO
SEATTLE & VICTORIA
SHANGHAI-KOBE-YOKOHAMA.

"PRESIDENT JACKSON"	June, 8th.
"PRESIDENT JEFFERSON"	June, 20th.
"PRESIDENT GRANT"	July, 2nd.
"PRESIDENT MADISON"	July, 14th.
"PRESIDENT MCKINLEY"	July, 26th.

TO EUROPE

\$120-\$112-\$110

First Class on the Pacific. First Class on American or Canadian Railway. First Class and Monoclass on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

TO MANILA

"PRESIDENT JEFFERSON"	June, 11th.
"PRESIDENT GRANT"	June, 23rd.

Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports. Copies of this paper on file in our Offices SEATTLE, CHICAGO, NEW YORK.

ADMIRAL ORIENTAL LINE.

MANAGING AGENTS-UNITED STATES SHIPPING BOARD.
Hongkong and Shanghai Bank Building, Ground Floor.
Telephone Central 2477, 2478 & 705. No. 4, Des Voeux Road.
Cable Address: "DOLLAR."

NORDDEUTSCHER LLOYD,
BREMEN.

Far Eastern Passenger & Freight Service.
OUTWARD BOUND
(To Shanghai, Kobe and Yokohama)

Ship	Date of Arrival at Hongkong
S.S. "SAARBRUECKEN"	20th June.
S.S. "SCHLESSEN"	23rd July.
S.S. "AACHEN"	20th Aug.
S.S. "COBLENZ"	12th Sep.
S.S. "ELBERFELD"	18th Oct.
S.S. "PFALZ"	15th Nov.
S.S. "SAARBRUECKEN"	13th Dec.

HOMEWARD BOUND

(To Manila, Singapore, Belawan, Colombo, Port Said, Genoa, Rotterdam and Hamburg.)

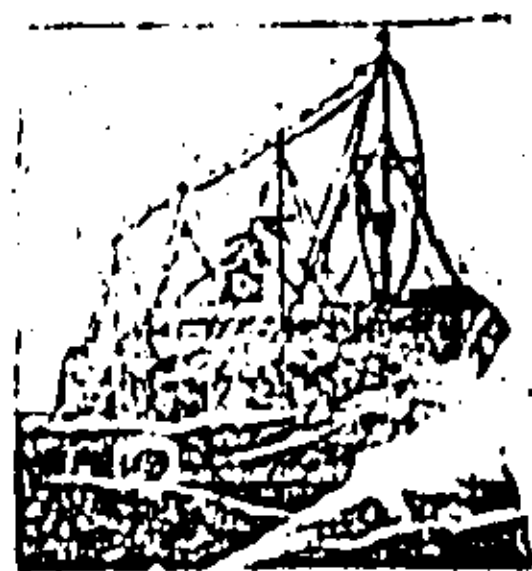
Ship	Date of Departure from Hongkong
S.S. "HOLSTEIN"	8th July.
S.S. "PFALZ"	10th July.
S.S. "SAARBRUECKEN"	24th July.
S.S. "SCHLESSEN"	12th Sept.

Steamers and dates liable to be altered or cancelled without notice.
*These steamers have accommodation for 98 passengers in the Cabin Class and 140 in the Intermediate Class.

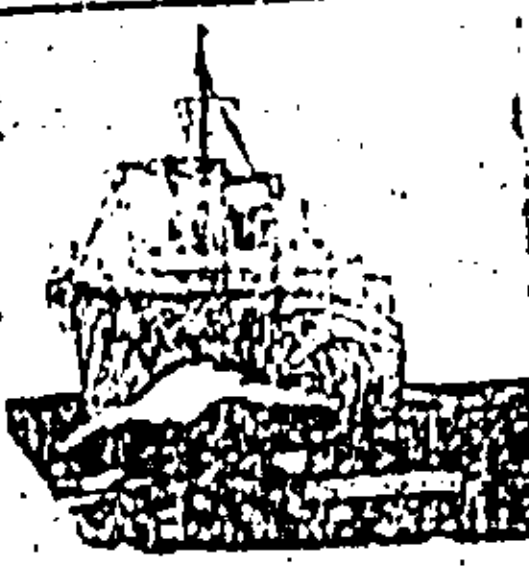
For Passage and Freight please apply to

Queen's Building
No. 5 Exchange Chater Road.
MELCHERS & Co.
Agents
Tel. C. 4207

PACIFIC SHIPPING.

DOLLAR
LINE

"Around the World"

ROUND THE WORLD
FREIGHT AND PASSENGER

THE NEW FAST AMERICAN STEAMERS TO
MANILA, SINGAPORE, PENANG, COLOMBO.
NAPLES, GENOA, MARSEILLES.
BOSTON, NEW YORK.

FIRST AND THIRD CLASS ACCOMMODATIONS.

"PRESIDENT VAN BUREN"	June 10th
"PRESIDENT HAYES"	June 24th
"PRESIDENT ADAMS"	July 22nd
"PRESIDENT GARFIELD"	Aug. 5th
"PRESIDENT POLK"	Aug. 19th

FREIGHT SERVICE
FROM HONGKONG

FOR NEW YORK & BOSTON VIA PANAMA.
FOR NEW YORK, BOSTON & BALTIMORE
VIA SUEZ

FOR SAN FRANCISCO & SAN PEDRO.

Through Bills of Lading to all United States and Canadian Overland Points & Havana.
For Passage and Freight bookings, apply to

DOLLAR STEAMSHIP LINE.

Hongkong & Shanghai Bank Building, Ground Floor.
Tel. C. 2477, 2478 & 705. No. 4, Des Voeux Road.
Cable Address: "DOLLAR"

T. K. K.



THE PATHWAY OF THE SUN

VIA HONOLULU.

The Paradise of the Pacific.

REDUCED FARE TO EUROPE

\$120 \$112-\$110

Ship	From	To	Leave Hongkong
KOREA M.	From Yokohama	June 12.	20,000
SHINYO MARU	From Yokohama	June 27.	22,000
SIBERIA MARU	From Yokohama	July 12.	20,000
TATTOO MARU	From Yokohama	July 25.	22,000
TENYO MARU	From Yokohama	Aug. 8.	22,000

HONGKONG TO VALPARAISO.

Ship	From	To	Leave Hongkong
SEIYO MARU	From Yokohama	June 12.	14,000
RAKUYO MARU	From Yokohama	July 19.	18,500

Through Bills of Lading issued to all United States Overland Ports; also via Panama Canal Lines to Atlantic Ports.
For Full information regarding passengers, freight and sailings apply to—

Y. TSUTSUMI, Manager.
King's Building.
Messrs. T. E. GRIFFITH, Ltd. Tel. Central Nos. C. 2374 & 2375.

COMPANIA TRASATLANTICA DE BARCELONA

MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID, BARCELONA & OTHER SPANISH PORTS.
ISLA DE PANAY 14th July.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.
ISLA DE PANAY 23rd June.

The steamers of this Company are classed 100 All at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers Stewards and Doctor carried.

For particulars of freight or passage apply—

BOTEHO BROS.

(Tel. 1531) Alexandra Building, Hongkong.
O. D. BARRETTO. 28 Central Avenue, B.O. CANTON.

BOSTON & NEW YORK.

Joint Service of the

"BLUE FUNNEL LINE"

(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Hillman & Beckwith S.S. Co., Ltd.)

Ship	From	To	Leave Hongkong
S.S. KASAMA	From Yokohama	31st May.	via Suez Canal
S.S. DIOMEDES	From Yokohama	11th June.	via Suez Canal
S.S. MENELAUS	From Yokohama	21st June.	via Suez Canal
S.S. OVEY OF SHANGHAI	From Yokohama	1st July.	via Suez Canal

Steamers accepted via Suez Canal or Panama Canal at Owners' option.
Subject to change of date without notice.
For freight and passengers apply to—
BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.
HONGKONG & CANTON HOLYOAK, MASSEY & Co. LD. CANTON.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND
PASSENGER SERVICES.

LONDON SERVICE

Ship	From	To	Leave Hongkong
"DARDANUS"	2nd June	London, Hull, Rotterdam & Hamburg	via Suez
"LAOMEDON"	9th June	London, Rotterdam & Hamburg	via Suez
"MENTOR"	16th June	London, Rotterdam & Hamburg	via Suez
"LYCAON"	30th June	London, Rotterdam & Hamburg	via Suez

LIVERPOOL

Ship	From	To	Leave Hongkong
"CALCHAS"	3rd June	M'Isles, Havre, Liverpool & Glasgow	via Suez
"NINGCHOW"	20th June	Genoa, M'Isles, Liverpool & Glasgow	via Suez
"DEMODOCUS"	1st July	M'Isles, Havre, Liverpool & Glasgow	via Suez

PACIFIC SERVICE

Ship	From	To	Leave Hongkong
"ACHILLES"	23rd June	Victoria, Seattle & Vancouver	via Suez
"PHILOCTETES"	11th July	Victoria, Seattle & Vancouver	via Suez

NEW YORK SERVICE

Ship	From	To	Leave Hongkong
"DIOMEDES"	11th June	Boston, New York & Baltimore (via Suez)	via Suez
"MENELAUS"	21st June	Boston & New York (via Suez)	via Suez
"CYCLOPS"	11th July	Boston & New York (via Suez)	via Suez

PASSENGER SERVICE

Ship	From	To	Leave Hongkong
"ANCHISES"	15th June	for Shanghai	via Suez
"MENTOR"	16th June	for Singapore, Marseilles & London	via Suez
"ANCHISES"	14th July	for Singapore, Marseilles & London	via Suez
"TEIRESIAS"	11th Aug.	for Singapore, Marseilles & London	via Suez
"SARPEDON"	9th Sept.	for Singapore, Marseilles & London	via Suez
"PATROCLUS"	21st Oct.	for Singapore, Marseilles & London	via Suez

For Freight and Passage Rates and all information Apply to—

BUTTERFIELD & SWIRE
AGENTS

SERVICE TO NEW YORK.

NEW YORK and or BOSTON
via PANAMA.

For freight, space and particulars apply to

BARBER STEAMSHIP LINE, INC.
ADMIRAL ORIENTAL LINE.
AGENTS
4, Des Voeux Rd., C. H.K. & S'hai Bank Bldg. Ground Floor.
Telephone Central 2477 & 2478.

STRUTHERS & BARRY.

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE

Ship	From	To	Leave Hongkong
U.S.S.B. "West Chopaka"	For San Francisco & Los Angeles from Hongkong by Direct Route.	2nd June	20,000
U.S.S.B. "West Carmona"	For San Francisco & Los Angeles from Hongkong by Direct Route.	4th June	20,000
U.S.S.B. "West Carmona"	For San Francisco & Los Angeles from Hongkong by Direct Route.	12th June	20,000
U.S.S.B. "West Carmona"	For San Francisco & Los Angeles from Hongkong by Direct Route.	14th June	20,000

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. & CANADIAN OVERLAND POINTS.

For Manila, Cebu & Zamboanga.

Ship	From	To	Leave Hongkong
U.S.S.B. "West Cajoot"	For Manila, Cebu & Zamboanga	2nd July	20,000
U.S.S.B. "West Cajoot"	For Manila, Cebu & Zamboanga	4th July	20,000
U.S.S.B. "West Montop"	For Saigon, Singapore, Zamboanga, Cebu & Manila.	8th June	20,000
U.S.S.B. "West Montop"	For Saigon, Singapore, Zamboanga, Cebu & Manila.	11th June	20,000

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED

For Full Information apply to

L. EVERETT. 1st Floor Queen's Building.
General Agent for Japan-China-Philippines. Phone Central No. 3008.
O. P. BRADFORD, Res. Agent.
Indo-China-Straits & Java.

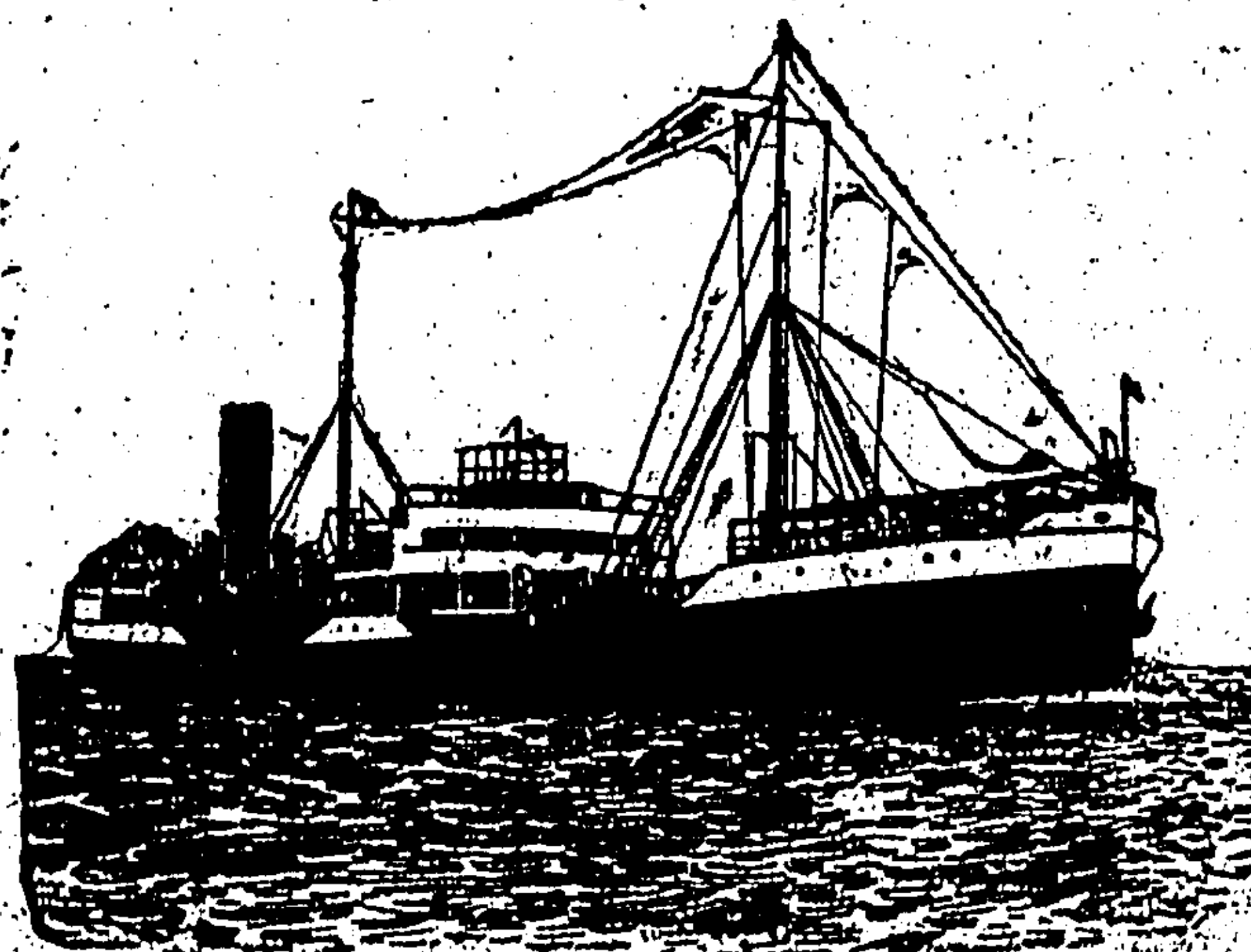
THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG.

Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition;

Western Union and Watkins, Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



OIL TANK STEAMER "PALUDINA"

412' 0" x 55' 1" x 31' 0" x 3,400 tons d.w. x 3,100 H.P.

Built by the THE HONGKONG & WHAMPOA DOCK CO., LTD. at KOWLOON DOCKS to the order of THE ANGLO-SAXON PETROLEUM CO., LTD. being one of four identical vessels built in these works to the same order.
Please address enquiries to the Chief Manager.

R.M. DYER, S. & Co., MESSRS. Kowloon S.S. Co., Hongkong.

CONSIGNEES.

NOTICE TO CONSIGNEES

SERVICES CONTRACTUEL
DES MESSAGERIES
MARITIMES.

S.S. "CHANTILLY"

Consignees of Cargo from Marseilles & Co. also cargo ex S.S. "ANTINOUS" from Bordeaux. In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored in their risks into the Godowns of the Hongkong Kowloon Wharves and Godown Co., Ltd. Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to day requesting it to land here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 31st May 1924, at Noon will be subject to rent and landing charges.

All claims must be sent in on or before the 5th. June 1924, or they will not be recognized.

All damaged packages will be examined on Saturday the 31st inst. at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSER.

Acting Agent.
Hongkong, 26th May, 1924.

NOTICE TO CONSIGNEE

The Steamship

"BOLTON CASTLE"

From NEW YORK.

CONSIGNEES of cargo are hereby informed that Goods are being landed at the risk into the Godowns of the Hongkong and Kowloon Wharves and Godown Company, Ltd., Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 24th inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst. will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 9th prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst. at a.m. by our surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected. Bill of Lading will be countersigned by

DODWELL & CO., LTD.

Agents.

Hongkong, 24th May, 1924.

Shipping to Europe, Australia, and other Ports.

& O-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND) TO
Straits, Java and Burma, Ceylon India, Persian Gulf, West Indies,
Manilla, East & South Africa, Australasia, including, New
Zealand & Queensland Ports, Red Sea, Egypt, Europe, Etc.
PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
HIVA	9,097	31 May daylight	M'les, London & Antwerp
IPOR	5,273	3 June, noon	Manila, Singapore & B'bay
CILIA	6,813	11th June	S'pore, Pang, C'bo & B'bay
ASHGAR	8,840	14th June	M'les, London & Antwerp
DREA	10,911	28th June	M'les, London & Antwerp
DDERPORE	5,334	30th June	S'pore, Pang, C'bo & B'bay
UDAN	6,696	9th July	S'pore, London & Antwerp
ARMALA	9,098	12th July	M'les, London & Antwerp
ALWA	10,941	26th July	M'les, London & Antwerp
EVANHA	8,092	9th Aug.	S'pore, Pang, C'bo & B'bay
CILIA	6,813	22nd Aug.	S'pore, London & Antwerp
ANTUA	10,902	23rd Aug.	M'les, London & Antwerp
GOVA	6,854	30th Aug.	M'les, London & Antwerp
ARDINIA	6,684	4th Sept.	S'pore, Pang, C'bo & B'bay
ALYAN	9,118	6th Sept.	M'les, London & Antwerp

S.S.	Tons	From Hongkong (about)	Destination
KADA	6,949	30 May 1 p.m.	S'pore, Penang & Calcutta
ORILLA	5,205	14th June	S'pore, Penang & Calcutta
ALWA	10,000	20th June	S'pore, Penang & Calcutta

S.S.	Tons	From Hongkong (about)	Destination
ZAFURA	6,000	2nd July	Manila, S'kan, Thursday Is.
ALBANS	4,500	30th July	Townsville, B'bane, Sydney & Melbourne
STERN	4,000	27th Aug.	Townsville, B'bane, Sydney & Melbourne

Presenting companies from Australia with the following:
The P. & O. Royal Mail Steamers to London via Cape
The P. & O. Royal Mail Steamers to London via the Cape
The P. & O. Royal Mail Steamers to London via the Cape
The P. & O. Royal Mail Steamers to London via the Cape

S.S.	Tons	From Hongkong (about)	Destination
DREA	10,911	30 May noon	Shanghai, Moji & Kobe
ALWA	10,000	3rd June	Amoy, Moji & Kobe
DDERPORE	5,334	6th June	Shanghai & Kobe
ZAFURA	6,000	7th June	Moji & Kobe
ARMALA	9,098	13th June	Shanghai, Moji & Kobe
UDAN	6,696	14th June	Shanghai

All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.
Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be
received at the Co.'s Office up to noon on the day previous to sailing
For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co.,
Agents.
62, Des Voeux Road, Central.

GLEN AND SHIRE.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
CARMARTHENSIRE	In port	GLENGARRY	7th June
CARNARYONSIRE	12th June		London, Rotterdam & Hamburg
GLENTARA	29th June		

Movements are subject to change without notice.
For freight or further particulars please apply to:
JARDINE-MATHESON & CO., LTD.
THE GLEN LINE, LTD.
AGENTS
Telephone Central No. 215, sub-ex. 23 and 3696.

ASUTRALIAN ORIENTAL LINE.

Steamer	Arrives Hongkong from Australia	Leave H'kong for M'la, S'kan, Thurs. Is. & A'lian Ports
KUT	30th June	14th July
TAIYUEN	9th July	

This steamer is fitted with Refrigerating machinery, ensuring
plentiful supply of ice, fresh provisions etc. and has superior
accommodation with Electric Light throughout and Electric Fans in
the State-rooms. A duly qualified Doctor is carried. Reduced Fares,
Cargo booked through to all Australian, New Zealand and Tas-
manian ports.

For Freight and Passage apply to
Butterfield & Swire.
(JOHN SWIRE & SON, LTD.)
Agents.
Telephone Central No. 36.

Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG, CANTON & HAIPHONG.
Sailing from Hongkong.
FOR CANTON
S.S. "TAIKWA MARU" ... on or about May.
FOR HAIPHONG via Hoikow & Pakhoi
S.S. "TAIKWA MARU" ... on or about 29th May.
FOR KEELUNG via Swatow & Amoy
S.S. "NANYO MARU No. 1" ... on or about 9th June.
For further particulars, please apply to:
Branch Office, MATARAI, AGENT,
No. 37, Bonham Strand, West.
Tel. Central No. 155.
Top Floor, King's Building,
Tel. Central No. 140 & 4457.

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.
VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.
Through Bills of Lading issued to all Overland Common Points
in U.S.A. and Canada.

S.S.	Tons	From Hongkong (about)	Destination
IYO MARU
YOKOHAMA MARU
MARSHILLES, LONDON & ANTWERP
KASHIMA MARU
HAKONE MARU
HAMBURG via LONDON & ROTTERDAM
LIMA MARU
LIVERPOOL via MARSEILLES & VALENCIA
TOYOHASHI MARU
SYDNEY & MELBOURNE via Manila, &c.
TANGO MARU
YOSHINO MARU
NEW YORK and/or BOSTON via PANAMA
TOKAOKA MARU

S.S.	Tons	From Hongkong (about)	Destination
DUENOS AIRES via Singapore, Durban & Cape Town
KAWACHI MARU
BOMBAY via Singapore & Colombo
TAMBA MARU
CALCUTTA via Singapore, Penang & Rangoon
BENGAL MARU
NAGASAKI, KOBE & YOKOHAMA
YOSHINO MARU
SHANGHAI, KOBE & YOKOHAMA
TOTTORI MARU
SADO MARU
FUSHIMI MARU

For further information apply to:
Tel. Central Nos. 292, 293 & 2422.
NIPPON YUSEN KAISHA.
Y. YAMAMOTO, Manager.

DODWELL & CO., LTD.

NEW YORK BERTH.
FOR NEW YORK & BOSTON via SUEZ.
S.S. "BOLTON CASTLE" Sailing on or about 9th June.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT
SERVICE FOR BRINDISI, VENICE
AND TRIESTE (FIUME).
TAKING CARGO ON THROUGH BILL OF LADING
TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND
DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI,
VENICE OR TRIESTE.
£66.
NEXT SAILINGS.

S.S.	Tons	From Hongkong (about)	Destination
S.S. "NIPPON"
S.S. "GERANIA"
S.S. "ROSANDRA"
S.S. "BRENTA"
S.S. "VENEZIA"

S.S.	Tons	From Hongkong (about)	Destination
S.S. "DUCHESSA D'AOSTA"
S.S. "SILVIO PELLICO"
S.S. "NIPPON"
S.S. "GERANIA"
S.S. "ROSANDRA"
S.S. "BRENTA"
S.S. "VENEZIA"

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.
S.S. "UMZIMBI" ... Sailing about 10th June.
Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:
DODWELL & CO., LTD.
Telephone Central 1030. Agents.

ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.

Projected Sailings from Hongkong
Subject to alteration.
City of Athens 13th June. M'les, London, R'dam & Hamburg
PASSENGER SERVICE
City of Lahore 26th Oct. Shanghai & Japan
City of Lahore 7th Dec. Marseilles, London, etc.

FARES TO LONDON.

Single 1st Class A £92. B £84. 2nd Class A £62. B £56.
Return 1st Class A £161. B £147. 2nd Class A £108. B £98.
Cargo Steamers Saloon Passage £62.
For further particulars apply to
HOLYOAK MASSEY & CO. LTD. **THE BANK LINE, LTD.**
CANTON. Tel. Central 780.

COAST SHIPPING.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailings
SHANGHAI	Lienshang	Sat. 31st May at noon
HAIPHONG via Hoihow Mingsang	Sun.	1st June at 10 a.m.
MANILA	Yuenwang	Mon. 2nd June at 10 a.m.
BANGKOK via Swatow Hangsang	Tues.	3rd June at 10 a.m.
TTAO via S'ow & S'hai Yusang	Wed.	4th June at 9 a.m.
SHANGHAI via Swatow Kwongsang	Fri.	6th June at 10 a.m.
SANDAKAN	Mausang	Fri. 6th June at 1 p.m.
MANILA via Amoy	Sat.	7th June at 3 p.m.
HAIPHONG via Hoihow Leesang	Sun.	8th June at 10 a.m.
KOBE via Shanghai	Kutsang	Wed. 11th June at 7 a.m.
TTAO via S'ow & S'hai Takdang	Wed.	11th June at 10 a.m.
TIENTSIN	Chipsang	Wed. 11th June at noon
BANGKOK via Hoihow Chunsang	Sat.	14th June at 10 a.m.
STRAITS & Calcutta	Fooksang	Sat. 14th June at 3 p.m.

Calcutta Line—This Line now affords regular sailings to Calcutta,
Penang and Singapore; Returning from Calcutta steamers
proceed via Straits and Hongkong to Japan occasionally
calling at Shanghai.
All steamers have excellent passenger accommodation, are fitted
with Electric Light & Fans & carry a fully qualified Surgeon.
Shanghai Line—Sailings approximately every three days between
Canton & Shanghai, sometimes calling at Swatow. Through
tickets can be obtained and through Bills of Lading are issued
all to Northern and Yangtze Ports via Shanghai.
Manila Line—A weekly service is maintained with Manila by
vessels with good passenger accommodation, sailings from
both ports every Saturday at 11 a.m.
Haiphong Line—Sailings approximately weekly for passengers and
cargo, calling at Hoihow both ways.
Boineo Line—Fortnightly sailings to and from Sandakan by two
5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both
steamers having excellent passenger accommodation. Cargo
taken on through Bills of Lading for Kudat, Jesselton,
Labuan, Tawau and Lahad Datu.
Tientsin Line—A regular service is run from March to November
between Hongkong & Tientsin occasionally calling at Wei-
haiwei & Ochofu.
Bangkok Line—A weekly service is provided between Hongkong
& Bangkok, via Swatow, by five steamers fitted with up-to-
date passenger accommodation.

CALCUTTA LINE.

S.S. "Hosang" will be despatched on or about Thursday,
29th May at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.
Through Bills of Lading issued to RANGOON, PORT
SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:
JARDINE MATHESON & Co., Ltd.
Telephone Central No. 215. General Managers.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.
Regular Service of Fast, High Class Coast Steamers having
good accommodation for First Class Passengers, Electric Light and
Fans in state-rooms and Saloon and Excellent Cuisine.
For Swatow, Amoy and Foochow and Returns,
(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Haifong	W. S. Turnbull	TUES. 3rd June at 1 p.m.
Haifong	W. C. Passmore	FRI. 6th June at 4 p.m.
Haifong	Ellis Walker	TUES. 10th June at 3 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).
For Freight and Passage, apply to
Douglas Lapraik & Co.,
General Managers.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.
S.S. VAN CLOON
will be despatched on 5th June.

SINGAPORE, PENANG & BELAWAN DELI DIRECT.
Offers excellent saloon accommodation, all lower berths,
English Cuisine, doctor carried, wireless telegraph.
1st CLASS FARE TO SINGAPORE \$100.00.
In connection with the Royal Packet Nav. Co.'s (K.P.M.)
services to all destinations in the Netherlands East Indies.
Agents—**JAVA CHINA JAPAN LIJN,**
Telephone Central No. 1574. York Building, Charter Road.

M MESSAGERIES MARITIMES M

Mail Steamers	Next Sailings from Marseilles	Pro. arr. at Hongkong & Japan	Pro. Sailings from Hongkong for M'les
AMBOISE	24th Apr.	26th May.	22nd June.
CHANTILLY	8th May.	9th June.	6th July.
ANGERS	22nd May.	23rd June.	20th July.
PORTHOSE	5th June.	7th July.	3rd Aug.
AMAZONE	19th June.	21st July.	17th Aug.

RATES OF PASSAGE MONEY TO MARSEILLES.
(including Table Wine and free Doctor's attendance)
1st Class } 1st Class £95.00 B. Class } 1st Class £83.00
2nd Class } 2nd Class £68.00 B. Class } 2nd Class £60.00
Through Tickets to London and Leaving Towns of Europe.
Accommodation reserved in the trains at Marseilles.
LIONE COMMERCIALES (CARGO-BELTS)
loading for Havre, Antwerp
and Dunkirk.
S.S. "MIN" from Dunkirk, London, Havre is due to arrive
about end June.

For full particulars apply to:
Messageries Maritimes Co.,
3 Queen's Building.
TELEPHONE CENTRAL 740. REPRESENTATION.

CONSIGNEES.



The Steamship "PRES. McKINLEY"

having arrived from Manila
P. I., on May 28th. Consignees
are hereby notified that their
cargo is being landed at their
risk into the hazardous and/or
extra hazardous godowns of the
Hongkong & Kowloon Wharf
and Godown Co., at Kowloon, &
stored at consignees' risk.

Consignees of Cargo must pro-
duce an Import Permit signed by
the Superintendent of Imports &
Exports, Hongkong, before Bills
of Lading will be countersigned.
All broken, chafed and damag-
ed cargo is to be left in the go-
downs, where it will be examined
at 10 a.m. on May 30th, by the
Company's Surveyors, Messrs.
Anderson and Ashe.

All claims must be presented
within thirty days of the
steamer's arrival here, after
which they cannot be recognised.
No claims will be recognised
after the goods have left the go-
downs, and cargo undelivered on
and after June 2nd. will be
subject to rent.

No Fire Insurance whatever
will be effected.
Consignees are requested to
send in their Bills of Lading for
countersignature immediately.
United States Shipping Board,
Emergency Fleet Corporation,
Agents.

ADMIRAL ORIENTAL LINE
4, Des Voeux Road,
Hongkong, May, 26th, 1924.

The Steamship "PRES. JACKSON"

having arrived from Seattle via
ports, on May, 29th. Consignees
are hereby notified that their
cargo is being landed at their
risk into the hazardous and/or extra
hazardous godowns of the Hong-
kong & Kowloon Wharf and
Godown Co., at Kowloon, and
stored at consignees' risk.

Consignees of Cargo must pro-
duce an Import Permit signed
by Superintendent of Imports &
Exports, Hongkong, before Bills
of Lading will be countersigned.
All broken, chafed & damaged
cargo is to be left in the godowns,
where it will be examined at 10
a.m. on June, 2nd, 1924, by the
Company's Surveyors, Messrs.
Anderson and Ashe.

All claims must be presented
within thirty days of the steamer's
arrival here, after which they
cannot be recognised. No claims
will be recognised after the goods
have left the godowns, and cargo
undelivered on and after June
5th, 1924, will be subject to rent.

No Fire Insurance whatever
will be effected.
Consignees are requested to
send in their Bills of Lading for
countersignature immediately.
United States Shipping Board,
Emergency Fleet Corporation,
Agents.
ADMIRAL ORIENTAL LINE.
4, Des Voeux Road,
Hongkong, May, 29th, 1924.

NOTICE TO CONSIGNEES.**DOLLAR STEAMSHIP LINE**

The Steamship
"PRES. HARRISON"
having arrived from New York,
via ports, on May, 26th, 1924,
consignees are hereby notified
that their cargo is being landed
at their risk into the hazardous
and/or extra hazardous Godowns
of the Hongkong & Kowloon
Wharf and Godown Company, at
Kowloon, and stored at con-
signees' risk.

Consignees of Cargo must pro-
duce an Import Permit signed by
the Superintendent of Imports
and Exports, Hongkong, before
Bills of Lading will be counter-
signed.

All broken, chafed and damaged
cargo is to be left in the Godowns
where it will be examined at
10 a.m. on May 29th, 1924, by the
Company's Surveyors, Messrs.
Carmichael & Clarke.
All claims must be presented
within thirty days of the
steamer's arrival here, after
which they cannot be recognised.
No claims will be recognised
after the goods have left the
godowns, and cargo undelivered
on and after June, 2nd, 1924, will
be subject to rent.

No Fire Insurance whatever
will be effected.
Consignees are requested to
send in their Bills of Lading for
countersignature immediately.
DOLLAR STEAMSHIP LINE
4, Des Voeux Road,
Hongkong, May 27th, 1924.

